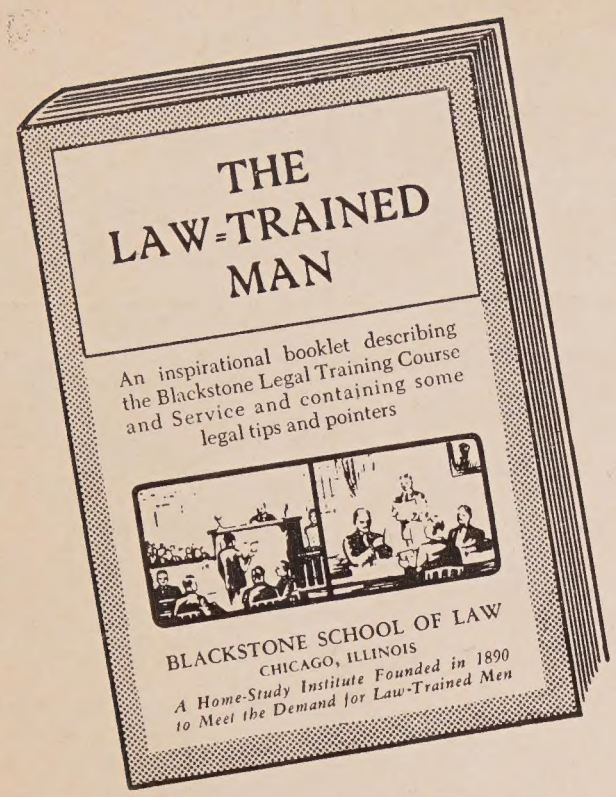
RAILROAD

MAGAZINE | JUNE 50c

Gone with the wind: billowing white smoke and steam on the Route of Phoebe Snow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MAN
An inspirational booklet describing the Blackstone Legal Training Course and Service and containing some legal tips and pointers
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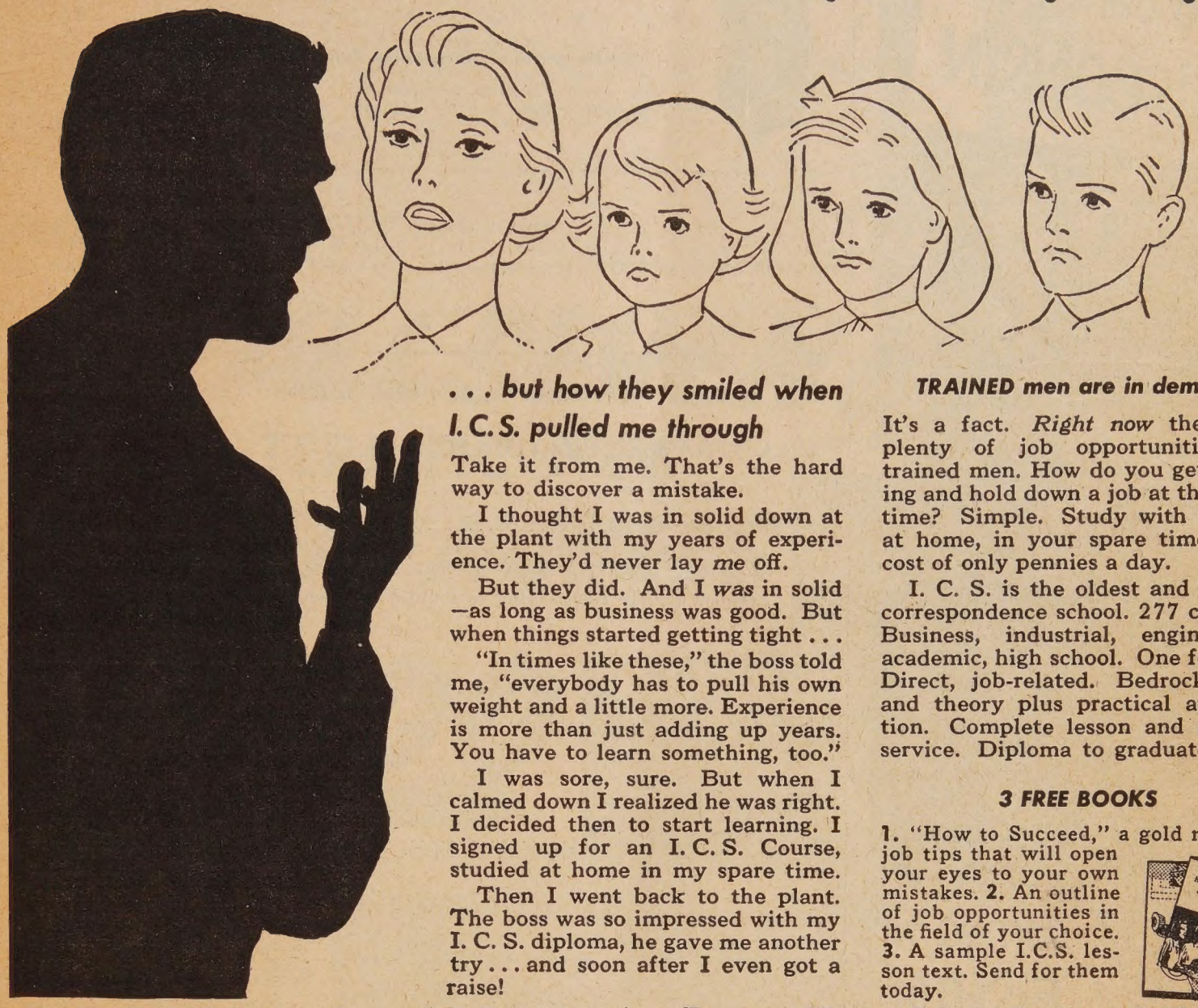

. . . but how they smiled when I. C. S. pulled me through

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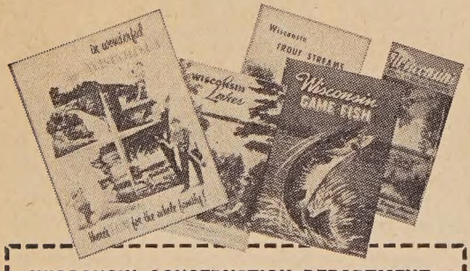

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RAILROAD MAGAZINE

The Magazine of Adventurous Railroading—Founded 1906

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ILLUSTRATED FEATURES

Little Red Caboose.....William F. Knapke 14
Remember the Days .....Electric Lines 27
Train to Yesterday.....Thomas T. Taber 40
Plywood Empire Route (How to Build Your Scenery)....Paul N. White 56

TRUE TALE

Wrecking Master.....Clyde E. Randall 43

FICTION

The Third Trick.....Harry Bedwell 30

SHORT HAULS

Caboose Cookery, a Vanishing Art..... 12
Photo of the Month: Santa Fe helper engines..... H. L. Kelso 38
Along the Iron Pike..... .....Joe Easley 74
All-Time Locomotive Roster of the Sierra Railroad..... 78
Locomotives of the Georgia & Florida Railroad..... 79

DEPARTMENTS

Mail Car..... 4
Railfaring Rimes.....24, 26, 67, 73
Information Booth..... 32
Transit Topics..... 46
Books of the Rails..... 53
Railroad Hobby Club..... 75

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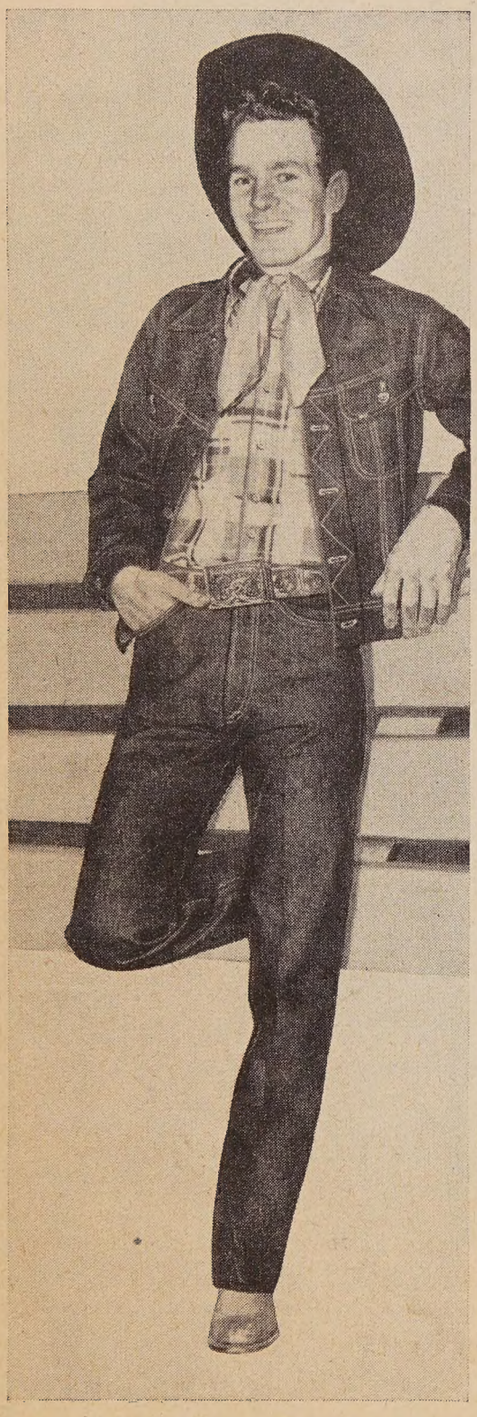

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MAIL CAR

Running Orders, Waybills, and Sandhouse Gossip—from Railroaders, Fans, and the Editorial Crew

CABOOSE COOKERY. "We used to cook in the crummy when I was in train service," recalls E. A. Wamsley, Santa Monica, Calif. "If the local freight happened to be short a ham, some canned goods or a bag of flour, when it reached its destination, the claim agents had a chance to earn their salaries.

"When I was braking for Bill Green from Pocatello, Idaho, I'd see him tote home some of the missing stuff. One day the claim agent made a bundle of waybills, expense bills, statements from sealers, and the like and sent them to Bill, asking him why the total amount of claims shouldn't be deducted from his pay. Bill calmly burned the wrappings and threw the papers out of the caboose when he was passing a section gang. Later he reported that a sandstorm had blown them through the window.'" •

IF YOU MUST get drunk and look for a place to sleep it off, don't pick the middle of a railroad track. A young Army sergeant on leave from Ft. Lewis, Wash., tried it recently on the Pacific Electric right-of-way in Los Angeles, reports H. L. Kelso of that city (6602 6th Ave.). The sarge was three sheets to the wind when he reeled out of a Saturday night party. Next thing he knew, he awoke in a hospital with multiple scratches and bruises on his face.

Even so, he was lucky to have awakened at all, for every wheel of an 11-car freight train had rolled over him, without breaking a bone! The locomotive headlight etched the pickled sergeant in its white glare, but Engr. Frank Miller could not "stop on a dime." •

INK REPORT. A comment on his own story, "The Third Trick," is made by Southern Pacific brass pounder Harry Bedwell, Rte. 1, Box 114, Gaston, Ore.:

"Nearly all railroads, including the SP, use the 'ink report,' although I don't think I've ever seen it mentioned in print. This form records what took place on each division for the 24-hour period ending at 8 a. m.—weather, train operations, mishaps, delays, and

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I TRAINED THESE MEN

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"Fix sets part time in my shop. Made about $500 first three months of the year. Could have more but this is about all I can handle."—Frank Borer, Lorain, Ohio

"I've come a long way in Radio and Television since graduating. Have my own business on Main Street."—Joe Travers, Asbury Park, New Jersey.

"I didn't know a thing about Radio. Now have a good job as Studio Engineer at KMMJ."—Bill Delzell, Central City, Nebraska.

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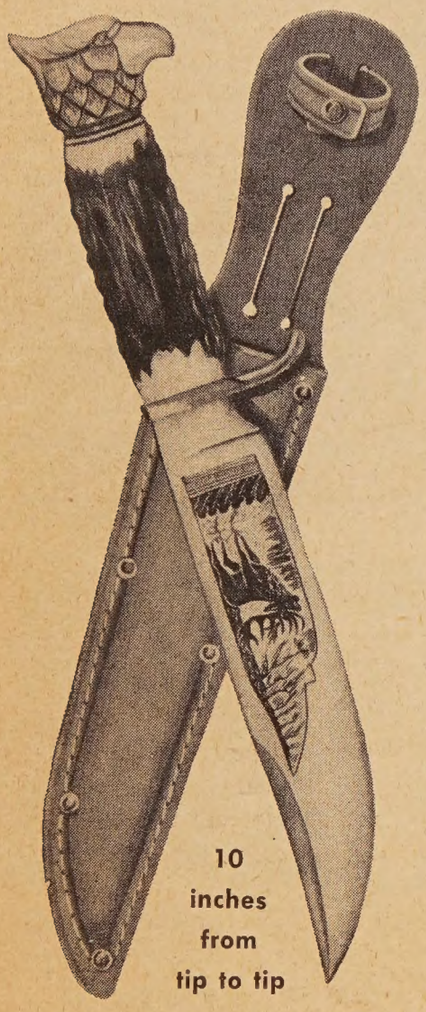

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so on. Assembled in the superintendent's office, it is telegraphed to the next higher official, who in turn consolidates all such data in the territory under his jurisdiction and telegraphs it to a higher-up. When the ink report finally gets to the top it covers the whole system.

"This record got its name originally, before the days of the typewriter, from the copying ink used by telegraphers. The sending operator would invariably signal 'ink' to the receiving op, whereupon the latter would pick up his pen. When an op had an ink report to send but the receiving op didn't answer, he'd sound the word 'ink' between the call letters to warn of its urgency." •

BACK in 1952 ex-railroader Edward H. DeGroot, Jr., Colorado Bldg., Washington, D. C., received a letter from author Bill Knapke which stated: "To me, Charles W. Tyler's 'Angel of Canyon Pass' is the classic of railway yarns. Tyler, as you know, died last May."

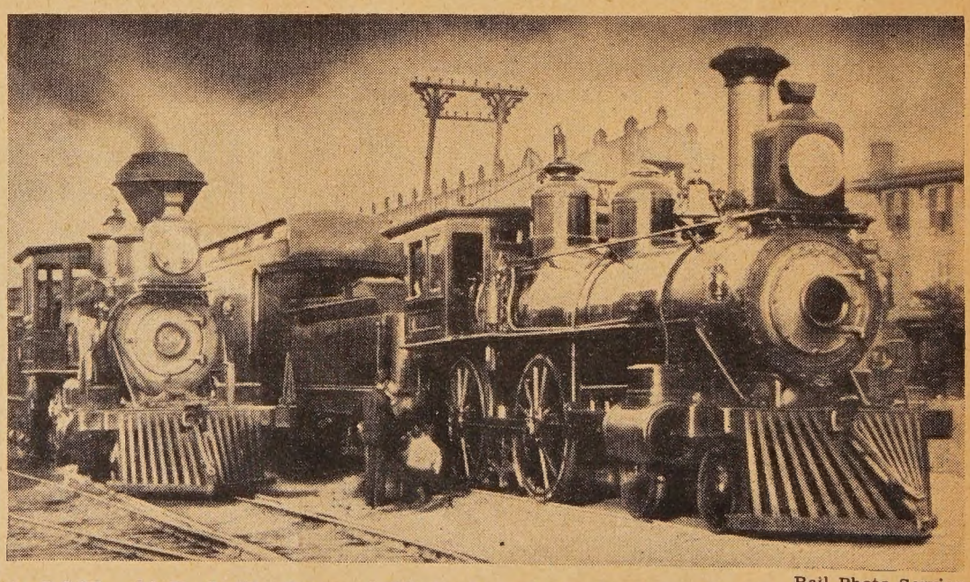
De Groot comments: "For years I was unable to locate 'Angel of Canyon Pass,' but I did not forget the title. Finally, a few days ago Leonard W. Rice of the National Railway Historical Society, Washington Chapter, gave me several old issues of your magazine and in one of them (April '36) I found the story Knapke had mentioned. It is, indeed, a classic. I advise anyone who has that issue of *Railroad* to read (or reread) the beautiful story that Charlie Tyler told so well."

"Angel of Canyon Pass" may also be found in the book *Headlights and Markers: an Anthology of Railroad Stories,* edited by Frank P. Donovan, Jr., and Robert S. Henry. •

Miss Mollie W. Spruill, railfanette.

MISS RAILROAD MAGAZINE of the month is winsome Mollie W. Spruill, 18, a student at St. Mary's Junior College, Raleigh, N. C. Mollie's interest in railroading stems from the fact that her father, Frank S. Spruill, is the Atlantic Coast Line division counsel at Rocky Mount, N. C. She likes to travel on his passes.

"Something funny happened when I was a small girl riding a train with my parents," she recalls. "We had a compartment. Every few minutes the porter would come to our door and ask what we wanted and Daddy would say, 'Nothing.' This kept up until Daddy saw that I'd been playing with a cute little button on the wall. Then it stopped suddenly.



Rail Photo Service

At L&N's old Nashville depot in 1887: Mogul No. 130 on a freight train and the *New Orleans Flyer* with No. 3, a 4-4-0 type.

"My father and grandfather, between them, have been ACL division counsels for more than 50 years. On one occasion Daddy defended an accident suit against the company and lost. The plaintiff won heavy damages. I remember the strange aftermath. Two years later, on a Christmas day, someone phoned our house that a dying man wanted to make a confession to my father. 'It is probably a gag,' said Daddy, but he went to the address anyhow. The dying man had been the plaintiff's star witness in the case two years before. Fearing to die with perjury on his conscience, he revealed to my father that the case had been a frame-up and he had testified falsely." •

$64 QUESTION. We asked, in our March issue: "Why are railroad fiction stories so few and far between as compared with stories of the Old West?" The following reply comes from fictioneer Jack McLarn of the Southern, 251 Hillside Ave., Charlotte 7, N. C.:

"Railroad writing is so highly specialized that it mystifies the average reader. Most railroad authors are oldsters so steeped in their craft that they cannot condition their writing to the mental processes of the ordinary reader who doesn't know a petticoat pipe from an ER relay. Consequently, when we glibly put down on paper the things we know, we forget that our readers for the most part haven't grown up in a roundhouse or a telegraph office. We even have a lofty impatience with them because they don't share our particular specialized knowledge.

"I prize one letter I received from a man who complained about my 'wasting a lot of drama on a railroad story when the same yarn laid in the general adventure field would have sold to the *Post*.' Maybe, maybe not, but I think I see what the guy meant. Too much specialization, too little reader identification.

"I'd like nothing better than to see Harry Bedwell take the lead in selling the reading public on railroad fiction—I think he's the one to do it—and I'd be glad to string along."

Next we hear from Otto H. Kuhler, ex-railroader, industrial designer, and artist, Ranch KZ, Pine, Colo. "Regarding your $64 question," he writes, "there is so much push-button in railroading today that individual initiative is extremely rare—and you need individual initiative to make a good story."

Many of our readers remember Wil-

. . . but the Egyptians knew it ages ago!

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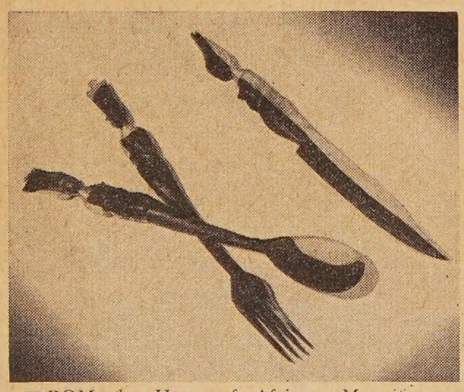

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James P. Gallagher

One of B&O's last steam trains east of Cumberland, Md., was 34, shown at Harper's Ferry, W. Va.

liam J. Parry, retired Canadian National hogger, R. R. 1, Belle River, Ont., Canada, as the author of a dozen or so yarns in *Railroad Magazine*.

"My rail career began in 1909," Parry recalls. "Some years before that, I served as an able seaman on board a sailing ship, bound around Cape Horn. There aren't many of us left who rounded that cape on a windjammer. Those who did so knew the loneliness of the turbulent sea, its grandeur, its peacefulness, and its menace. I, for one, never experienced such deep feelings throughout my 40-year rail career.

"I had my share of railroad thrills and spills, but none of them could compare with beating around 'the Horn.' Taking a heavy freight down a steep grade was child's play compared with climbing the rigging in the teeth of a gale, in the blackness of night, to furl sail on the upper yards, with the ship rolling and pitching in the giant waves. Those who've had such an experience and can write about it will always find an audience.

"There are limitless possibilities for the seafaring writer, but the rail fictioneer is confined to plots and situations. The fast run, the hogger who loses his nerve and snaps out of it, the hard-boiled official—all these have been worn threadbare by repetition."

Finally, Bill Parry expresses a viewpoint somewhat like Otto Kuhler's: "Modern railroading, with its safety measures and dieselization, has become so prosaic and humdrum that there is little, if any, railroad drama left to write about."

Now listen to William C. Kessel, a former New York Central ticket seller, 25 E. Quaker St., Orchard Park, N. Y. "I suspect," he says, "it is very difficult to write rail fiction comprehensible to the layman without devoting half the wordage to explanations."

How right you are, Bill!

"Let us suppose a rail-fiction author admits an inaccuracy for the sake of literary license," he goes on. "A hundred railfans and a hundred railroaders jump down the editor's throat. Even if the author is correct as to one road's practice, some half-informed critic will raise the issue that they don't do such things on *his* railroad. Let the sea-story-teller err, and the armchair sailor tolerantly shrugs a shoulder: 'It's just a yarn.'

"Maybe that's a good point. Sailors traditionally tell tall tales, while old railroaders are inclined to be precise to the point of boredom with arrival and departure times, engine numbers, milepost numbers, and so on. Those facts and figures are important in operating a railroad but are hardly conducive to relaxing literature."

Jesse M. Grigg takes the floor. Jesse is a former railroad telegrapher living at 5951 S. Tripp Ave., Chicago 29, Ill. "Fifty years ago," he states, "whether a man lived in a small town or large, the railroad was his bridge to the outside world. It bulked large and important in his scheme of things. The arrival of a train was as exciting as the arrival of mail at an outpost. Thus the authors who wrote about the railroad in that day had a made-to-order reading public. An almost universal background of understanding was theirs.

"Come now to the present day. The old frame depot, the section house, and roundhouse may still be there—unpainted, weather-beaten, smoke-blackened, and appearing much as they did fifty years ago—but as compared with the neat grounds and stylized buildings of other industries they appear insignificant to most passers-by.

"The present-day citizen knows little of what goes on down there beyond the tracks, and if he tries to find out a cinder dick may shoo him away. Other forms of transportation supply his needs. No longer does he feel apart from the outside world. He may not know much about the railroad but at least he suspects that its excitement and danger belong to bygone days. For this reason the rail-fiction writer is able to attract only a small segment of the reading public."

Jesse sums up by saying that "railroad stories are scarce in the current fiction output due to (1) lack of universal railroad knowledge, (2) dispersion of public interest owing to the complexity of our civilization, and (3) the lack of glamor in mechanized railroading."

He adds: "I have a warm welcome for such 'back in the days' writers as E. S. Dellinger; but even a paragraph written by another of your fiction authors—I won't mention his name—makes me want to throw down the magazine and jump on it. I have such a hatred for all of that author's unreal characters that I don't give a hoot how the plot turns out. His stories have hardly a single human touch. Just bombast and artificiality. Such writing is another reason for the decline of reader interest in railroad fiction—and fiction in general."

The foregoing comments are most illuminating, but they do not explain the continuing popularity of the Old West, rather than railroading, as a fiction subject. •

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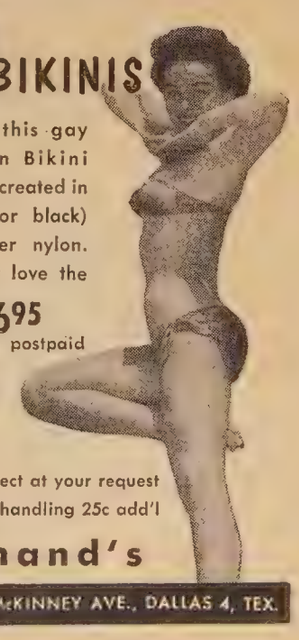
red BIKINIS



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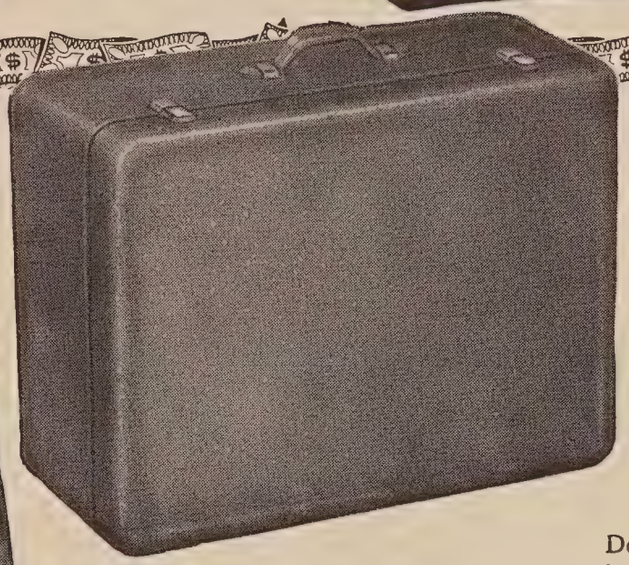

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Otto C. Perry

From memory's album: No. 41 wheeling a narrow-gage Rio Grande Southern mixed train near Ophir, Colo.

JERSEY CENTRAL, in the period from 1917 to date, has had quite a family record of employes in engine service, including 39 men and their sons, 29 two-brother combinations, and nine three-brother combinations, reports George R. Wohnus, CNJ hogger, 197-10 Carpenter Ave., Hollis, N. Y., who also knows of three father-daughter teams on the Jersey Central. •

Lou Ann Linne

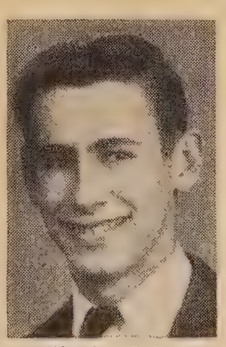
ONE of the prettiest railroad gals we know is Miss Lou Ann Linne, clerk-stenog, Chicago & Eastern Illinois, in the chief dispatcher's office at Oaklawn. Lou is also a correspondent for the *C&EI Employes' Magazine*. We asked her how she happened to take up railroading as a career.

"Well," she said, with a sunburst smile, "there's railroad blood in my family. One grandfather and an uncle were C&EI men. I was employed by a law firm, not too happily, in the spring of 1952, when a friend of my father's tipped me off to a C&EI job, and I've been here ever since. My only problem right now is brewing a pot of good coffee for the men.

"Grandpa signed up with the C&EI as a switchman in 1890, went out in the Pullman Strike of '94, and returned to the same road a year later as a car inspector and repair man. His last railroad job was with the New York Central until about 1924."

Lou lives at 605 S. Buchanan St., Danville, Ill. She likes to tell about the time the paint gang was painting the dispatcher's office and the foreman invited her to a meal in the camp car. "Was I surprised! They treated me to a real chicken dinner with all the trimmings." •

A HARD-DRINKING boomer passenger conductor on the old Chicago, Milwaukee & St. Paul made a practice of holding out cash fares. One day a division super caught him with the goods and said: "Thanks for bringing back the train. You stole just about everything else." •



Charles Boiles

SON of two railroaders, Charles Boiles, a high-school senior, 3916 Richfield Ave., Waco, Tex., naturally knew what to do and did it when a Cotton Belt boxcar ran away at Waco a short time ago. The car rolled along at about 10 miles per hour, while a Cotton Belt watchman chased it afoot. Two boys in an automobile drove down the tracks after it. Charlie sprang from the moving auto, swung aboard the runaway, and set the brakes while the watchman was still giving chase. Later a yard goat came along and switched the boxcar onto a siding.

Charlie's father, Roy Boiles, has been a railroad telegrapher and agent for 33 years; his mother worked in that capacity for the same road, the Katy, 11½ years. •

Viola W. Cutrer

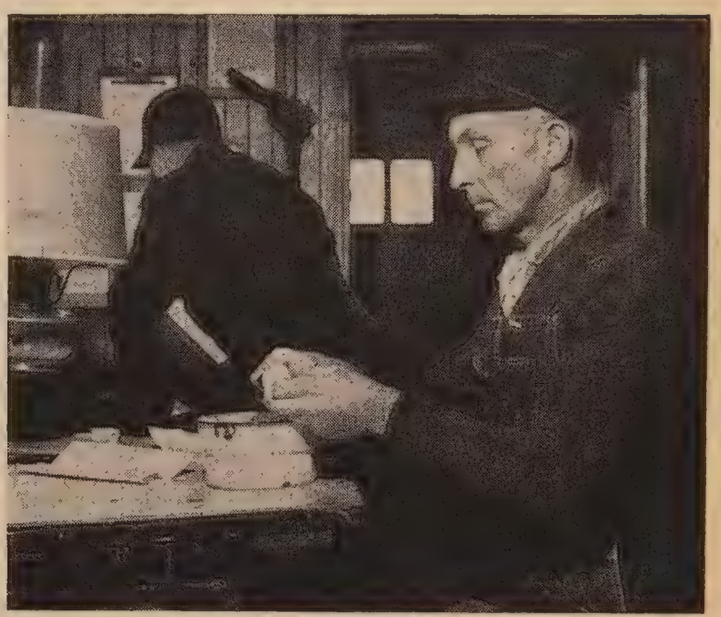
WHEN Viola Weaver was 17 she became a lightning slinger on the Southern's Mobile Division. Three years ago she fell in love with a Southern switchman, Paul Cutrer, and married him but did not quit railroading. She and Paul are buying a home at Mobile. Paul works at the Mobile freight yard while Viola is agent-operator at Mt. Vernon, 29 miles away. Theirs is a happy marriage in which each party has a rail career. Viola drives to her job in the family car with Paul, dropping her husband at the yard en route.

This bright young lady is one of five children of J. D. Weaver—now the Southern's agent-op at Kimbrough, Ala.—whom he trained in station management. • *(Continued on page 64)*

CABOOSE COOKERY
a vanishing art

PHOTOGRAPHS FROM NEW YORK CENTRAL SYSTEM

Larry hands grub aboard the Ottawa Division's No. 3, New York Central freight, Massena, N. Y., to Ottawa, Canada.



Brakeman Martin Fraser slices spuds for dinner while Skipper Bill Carson settles down to paper work at his desk.

Larry's specialty is brewing Java. "Gotta have a clean pot and fresh coffee," he says, "if you want it to be good."

Larry likes his own coffee fine. Eating in the hack ain't fancy, but who cares? It's the food that really counts.

First man in the caboose fires up the stove. Here, brakeman Larry McDonald heaves on a shovelful. Dutch oven is for caboose biscuits.

Southern Pacific

"All clear, let her go!" Southern Pacific rear brakeman Sig Gjarde swings a highball. Shacks decorate cabooses whenever train leaves a terminal or town, meets another train, or passes a telegraph station.

H. W. Rogers

In this Delaware & Hudson caboose at Oneonta, N. Y., the Brotherhood of Rail Road Brakemen (later Trainmen) was organized, September 23, 1883, by eight D&H men. Plaque bears BRT motto: "Benevolence — Sobriety — Industry."

LITTLE RED CABOOSE

O, the brake-wheel's old and rusty, the shoes are thin and worn
And she's loaded down with link and pin and chain,
And there's danger all around us as we try to pound our ear
In the little red caboose behind the train.

—Old Folksong

by WILLIAM F. KNAPKE
Southern Pacific Conductor, Retired

THERE are two cabooses on the spur out back" the trainmaster told you when they took you on. "You can take your pick." You went out to take a look. A crummy is a freight conductor's home away from home, so he'd better like it, for he spends so much of his time in it.

One of them was a new, very business-like, all-steel, bay-windowed hack; the other was an old-style cupolaed job, its paint faded and blistered, but it still looked comfortable. You'd already made up your mind which one, but you decided you'd look them both over anyway.

You went inside the new one. Yep, you thought, efficient as all get-out, and about as home-like as a ball room. The desk was in front of one of the bay windows, with built-in cabinets for stationery, the floor was covered with linoleum, the walls and ceiling were varnished, and shiny, stiff cush-

ions spread along the lockers. "Nope," you muttered, "I'd as soon run a train from the Empire State Building here," and you went to take a gander at the other one.

This was more like it. The once-green walls were gray with smoke, the bunks swung up against the ceiling, and the desk projected out from the walls of the cupola where countless cigar boxes with one end knocked out had been nailed within easy reach. You could almost see them already crammed full of papers. The old chair with the wires between the rungs had glass insulators under its front legs to give it the proper tilt. The cushions on the lockers were thin and worn, and part of the stuffing was missing, but when you felt them they seemed reasonably soft. The broad-topped, two-lidded stove seemed to say, good eating here, my friend.

Then you climbed up into the cupola and stretched your legs out on the lazy board. It felt just fine. You wouldn't be able to see much of anything ahead—that's what cupolas were originally built for—looking out over the top of the train, but modern boxcars are so tall you can't see anything—except the countryside passing by. You climbed down again. This feels like home, you said to yourself. This is the crummy for me, and when you so informed the trainmaster, he didn't seem a bit surprised.

The caboose has had plenty of nicknames in the years it's been rolling around the railroads, most of them derogatory—ambulance, anchor, buggy, brainbox, bazoo wagon, cabin, chariot, crummy, louse cage, cripple's home, den, dog house, diner, glory wagon, go cart, hack, kitchen, mad house, monkey hut, palace, parlor, perambulator, rest room, treasure chest, van, way car, zoo, and a number of others that postal laws and polite usage prohibit mentioning. Originally, *caboose* was a nautical term for a ship's galley or kitchen, and it sounds as if it were once "cab house." The first railroads were built along the Atlantic seaboard, and probably this is why the name was applied to shelter cars when they came into use on the rails, some time before the Civil War.

Those early cabooses were little

Edwin C. Bartz

A 2-8-2 helper gave this Lackawanna hack and her sixty-car freight train a nudge up a hill on the main line to New York many years ago when steam still ruled the Route of Phoebe Snow. Marker light at edge of roof indicates the rear of the train.

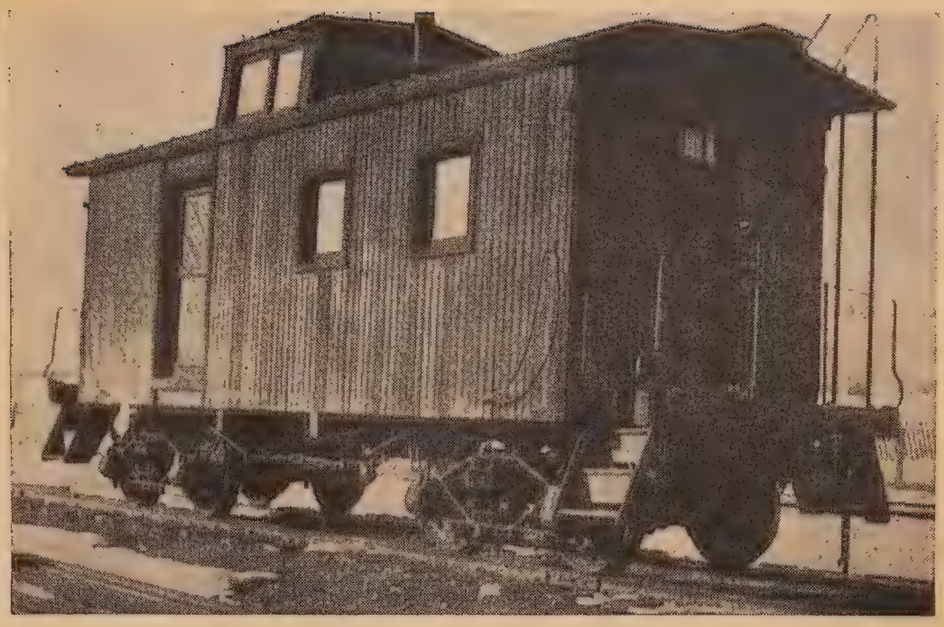
more than shanties erected on flat cars, covering about a quarter of their length—like those the St. Louis Terminal was using up to a few years ago—in which men cooked their meals. Not long after, box cars supplied with a stove, swinging doors, and steps replaced them, and the crummy began to look like something.

Then, in 1863, a Chicago & North Western conductor, T. B. Watson, was ordered to use an empty box car as a caboose when his own was needed on a work train. The box car had a big hole in its roof, and Watson, probably more for the fun of it than anything else, piled some empty boxes under the hole and sat on them with his head and shoulders projecting above the roof. He had such a good view of his train that later he told the Master Mechanic that they ought to add glass-enclosed lookouts to the two new cabooses they were building. Evidently the M.M. thought well of the idea, for the cupola came into being, and it lasted as a standard feature until a few years ago when modern developments began forcing it into the discard.

But it's cooking you remember when you think of the crummy. Once upon a time, every hack was invariably stocked before it left its terminal with enough groceries to feed five men for a week. Now, you might think that caboose cookery was a pretty sketchy affair, but not so, brother, not so. Most of those trainmen were mighty good cooks, and most crummies had a full-sized range for them to work on. After a hard day's work, a good meal usually was even more welcome than the pay car. Well, sometimes it was.

But caboose cookery wasn't all cooking or eating. It was also what you might call "supplying." Remember those fat hens that insisted on coming back to your hack with you after you'd paid a midnight visit in the hen roost? Or that vegetable garden you accidentally strayed into one night when an irate farmer let a couple of loads of rock salt fly in your direction? When you got back to the crummy, you found several ears of succulent corn had obligingly hidden themselves under the bib of your overalls. Later while you were telling the rest of the crew about it over a feast of stewed chicken, dumplings, and tender corn-on-the-cob, the skipper'd get to spinning yarns like this one about a caboose meal he didn't get to eat.

"I was braking the parlor for a Big O named Ed Suell," he'd say. "Ed was a good conductor and a good cook, but he had his peculiarities—he wore a white stiff-bosom shirt with a celluloid collar, no necktie, and his hair, what he had left of it, was very



Side-door cabooses like these were outlawed many years ago because of danger to trainmen. (Below) When 24 Santa Fe oil cars jumped out of a drag into the Cimarron River near Guthrie, Okla., in 1923, the fuel caught fire, melting bridge girders and dumping 1329 into the water, nose first.

Bill Brunner

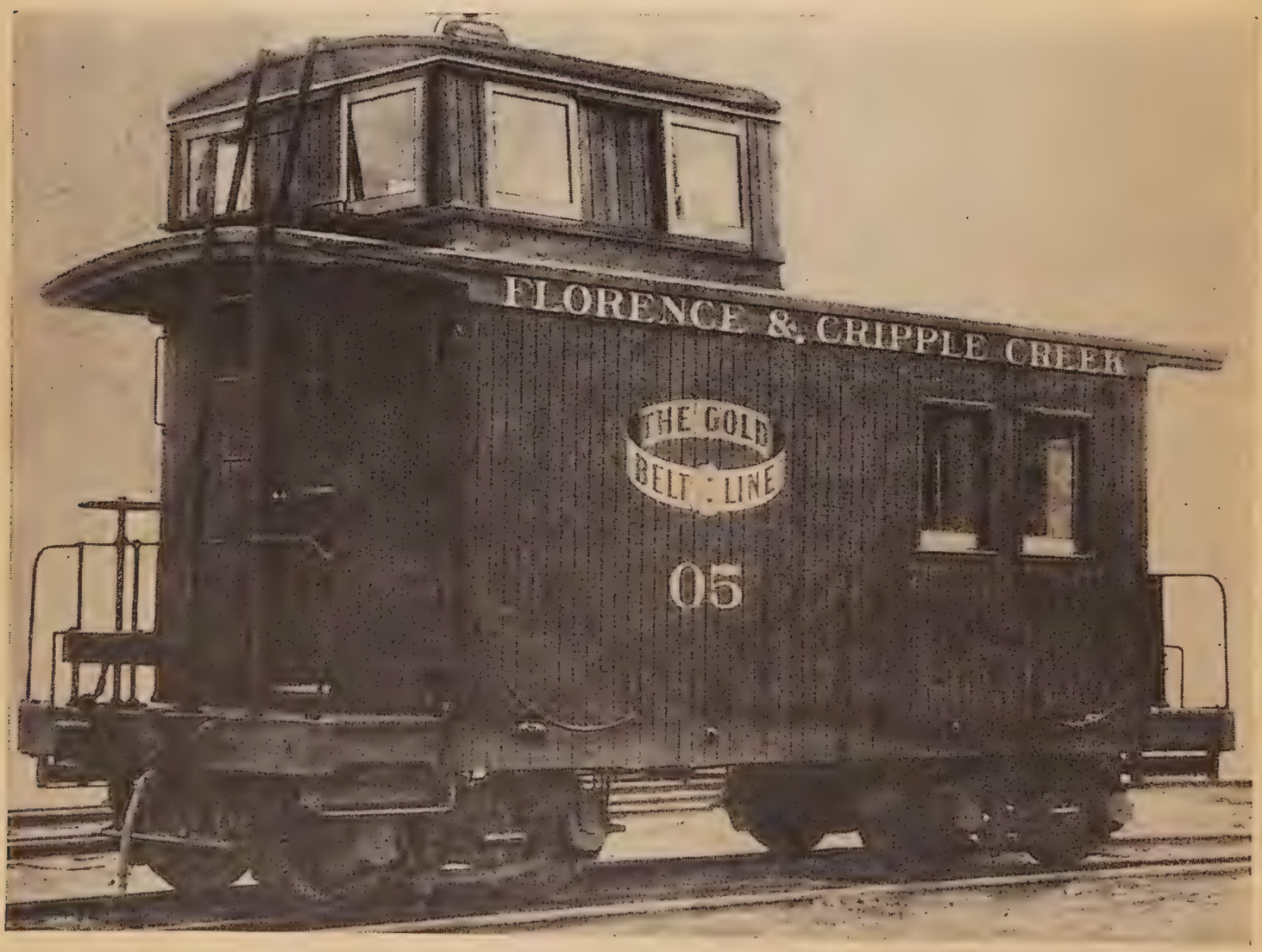
long and stringy. He was quite a sight.

"The Southern Pacific had just received a new class of engines equipped with independent driver brakes, and our hogger, Drawbar Davis, hadn't got used to them yet. Well, one evening we headed in at Mammoth for a meet. The train-order board showed red, so I went inside and told Ed. He was preparing supper. A pan of fried spuds was on the floor of the cupola, and his hands were covered with biscuit dough. He told me to go sign the train order, and I started for the front door. Ed said something I didn't catch, and I turned around to ask what.

"Just then Drawbar Davis fouled up on those new brakes. My head and shoulders rammed the glass out of the front door. Ed came over backwards, passed between my legs, caving in my knee with his shoulder, and hit the floor head first. The pan of hot spuds made a graceful leap, turned upside down at his belt buckle, slid up that stiff shirt front, and veered off. Ed forgot about the dough and grabbed his head with both hands, bedaubing his hair with it, and groaned, 'Oh, my head.' Just then that hot grease from the spuds soaked through his shirt. Ed came to his feet with a howl. My caved-in knee pained like blazes, but Ed looked so funny with that dough in his hair, those greasy streaks on his shirt front, and that wild look in his eyes, that I started to laugh. I couldn't stop, and my sides began to hurt. Ed tore out for the head end in disgust, and I'll always regret I didn't hear the speech he delivered to old Drawbar. I'll bet it was a honey."

ONCE you start remembering, a lot of stories come flooding back. There was that time you were headed west out of Yuma, and some bridge carpenters flagged you at the foot of Araz hill and said that Jimmie Gratto, Superintendent of Bridges and Buildings, had been knocked out by the heat.

You jerked the mattress from your bunk, opened those sliding side doors on your old-style crummy, and laid Jimmie between them. The brakeman got some ice from one of the empty refrigerator cars on the train and



This narrow-gage Florence & Cripple Creek way car trailed the ore-laden freights of the Cripple Creek gold mining district's record-breaking bonanza in the late 1890's and early 1900's.

packed it around him. You covered him with a wet sheet and went on to Ogilby. There you set out all your train on a siding, except ten steel-wheeled oil cars, held for braking purposes, and asked the dispatcher for a straight shot to the Indio hospital. The dispatcher put two passenger trains in the hole, and cleared the road for you. You told your hogger to get the hell out of there pronto.

That run is still a classic on the Los Angeles Division—Ogilby to Indio without stop at an average speed of 67 miles an hour. The hospital was near the tracks, and Jimmie was soon under expert care. He was up and out in a few days, and he always claimed that you saved his life with that ice, wet sheet, and fast run.

Or that time, after a run, when you happened to overhear your hogger talking about you. "I was pulling the oldtimer," he was saying, "and you know he don't think a darn bit more of his right eye than he does that crummy of his. Well, we had a car near the rear end to set on a spur at Iris, and I must a gone asleep or something because I plowed into the crummy real scandalous. The cupola humped up in the air like a cat's back, with the oldtimer just a couple car lengths away watching. He let out a howl and started for me. I figured I was goin' to catch heck, and I had it comin' to me so I couldn't say a word. He pranced up and planted hisself right under my window, glared up at me, opened and closed his mouth a couple times, and then said, quietly and plum-disgusted like, 'Oh, heck, what's the use,' and turned and walked away. Sure tickled me after it was over." It kind of tickled you yourself when you thought about it.

Crummies have probably been banged about more than any other type of car on the railroad. Trailing the rest of the train, the little red caboose is the car that gets a nibble taken out first whenever there's an "overtaking collision." Not so long ago on the San Joaquin Division of the Espee, a crummy got nibbled so hard there wasn't even enough left to make good firewood.

A freight train with four diesels at either end and a caboose at the rear broke in two while moving over some

Gerald M. Best

This West Side Lumber Co. slim-gage crummy—shown at Tuolumne, Calif., in 1941—may have been no bigger'n a shoe box, but had all the comforts of home.

temporary track. The rear end came to a stop inside a tunnel, and the slack in the train shoved tight. The rear brakeman went back to flag, and the skipper and swingman walked ahead to find out where the break-in-two was. In the meantime the gas from the diesels had begun to affect the crew, and they walked to the tunnel mouth for some fresh air.

The break was quickly repaired, and the air turned back through the train pipe. The released slack ran out suddenly, and the rear drawbar could not hold the enormous weight of the four rear diesels. A knuckle broke, and away went the diesels and crummy back down the grade. The flagman tried to board them as they passed, but they were already going too fast.

Four and a half miles down the grade a Santa Fe freight, also with four diesels on the head end, waited impatiently for the automatic block signal to clear. The fireman suddenly yelled, "Unload, they're into us!" and leaped from the cab with the engineer at his heels.

On, on came those four runaway locomotives shoving the caboose before them. They collided. For an instant everything seemed to come to a stop and silence hung there like a breath. Then with a tremendous crash, the crummy exploded into a mass of splinters and twisted metal, and the diesels met.

W. C. Hillbron

This conductor, also known as the brains, the skipper, the captain, the big ox, peers toward the head of his train.

New Haven Railroad

New Haven Conductor Ernest H. Tryon inspects the fusee box he built, and installed in his caboose when steel cars came in a few years ago.

Louisville & Nashville

On a Louisville & Nashville fast freight, Conductor H. C. Morris and Flagman W. G. Stanley go over orders.

ED KAMMERLING and caboose 253—there is a tale that will never be forgotten when the railroaders of our Western mountains gather in the switch shanties and cabooses to remember the great ones.

Ed was conductor Chris Carothers' parlor brakeman on caboose 253. One night their train with one helper cut into the middle and the other just ahead of the crummy stopped on a wait order at Hinda, on the west slope of San Gorgonio Pass. Behind them somewhere was another freight, No. 244. When the order expired, Ed gave a highball, and the road engine tried to start the train and pulled out the rear drawbar on the fifth car behind the engine. Carothers, who had gone to the head end, decided to set the bad-order car on a siding, pull the train over the switch, and pick the car up behind the caboose with the rear helper.

The car was placed to clear, the swingman climbed on top of the car, set the hand brake, and got off while the engine was returning to the train. Carothers and the brakeman were watching for the coupling to be made with their backs to the bad-order car. Suddenly the hogger shouted that the car on the siding had begun to roll down the grade. Carothers and the

Richard H. Kindig

In 1939 Colorado & Southern No. 68, with caboose ahead, backed up into the wind near Fall River, Colo., to clean out empties above Idaho Springs on a part of the line which has since been abandoned.

swingman ran after her and jumped on. They doubled on the hand brake, but the car steadily gained speed. Seeing nothing could be done, both men got off, but before he left Carothers hastily bent the handle of his lantern into a hook and hung it on the brakewheel on the chance that 244's crew might see it come shooting around some curve and get off in time.

At the rear of the train Ed Kammerling suddenly caught the sound of rolling wheels. He glanced around, and there, almost upon him, was the dark shape of a car approaching at a speed of thirty or forty miles an hour. From the light Ed figured some of his crew had stayed on too long and couldn't get off at that speed. As the car curved toward the main line, the brakes drew a bit tighter, and the shoes threw off a few sparks. Ed figured the brake had only been partly set, but maybe with his heavy crummy rolling free he could run her down and get that guy off before she smashed into 244.

Seconds later Ed had his crummy rolling, and as the 253 gained speed, he went out on the front platform and lashed himself to the handrail. Faster and faster rolled the wheels until the clicks of the rail joints sounded like shot pouring into a tin pan. The caboose lurched and staggered wildly around one curve after another. Most men would have been wild with terror, but not Ed Kammerling.

Pressed against the caboose by a wind so solid he could scarcely breathe, his eyes watering, the brakeman stared eagerly into the darkness ahead. Finally he saw a shadow moving around a curve ahead, and he knew he was gaining. Then another glimpse. He was much closer now, and he felt victory within his grasp, if 244 didn't plough into them first.

As they shot out of a narrow cut and onto the wide, sweeping reverse curve at El Casco, the cars were not more than 200 feet apart. Ed got a momentary glimpse of the operator staring in pop-eyed amazement and grinned to himself. The space had lessened to 150, then 100, now 50 feet, and then the box car began to act as a wind-break, and the big caboose seemed to fairly leap forward toward the runaway car. The couplers contacted, the knuckles crashed together and locked, and Ed sapped up the crummy brake as tight as he could.

He passed Ordway before he had the cars under control and discovered there was no one atop the box car. He drifted on down to the telegraphone booth at Brookside and brought them to a stop. Warned by the El Casco op, the yardmaster at Colton was making excited preparations to handle the mess. Then into the turmoil came the rattle of the telegraphone on relays and sounders, and a calm unexcited voice reported:

"This is brakeman Kammerling with crummy and runaway car on main line at Brookside. Where's 244?"

CABOOSES like everything else have at one time or another had their ghosts. Henry G. Snyder, an engineer on the Gulf Mobile & Ohio, who died several years ago, used to tell this tale:

"I was running an engine on the Wabash with a conductor named John Enzline. Enzline's crummy was a new one—at least to him. It had been overhauled completely after a wreck in which its conductor had been killed. One night, Enzline told me he couldn't get any sleep in that chariot on account of the moans and groans and mysterious noises. I laughed and suggested that he'd better change his brand of liquor. He swore he wasn't imagining things, and I agreed finally to sleep in the caboose with him that night—just to see for myself.

"Enzline lay down on one locker and I piled down on the other. I hadn't no more'n stretched out when I heard of groan of pain and a low shriek. I looked over at John and told him to cut it out. Enzline denied making the sounds, and, even as he was talking, we heard them again. I searched that damned hack from end to end. I went outside and tried to find something that could have made those sounds. I even looked in the 'possom belly, got a bar and pried on it, but I couldn't find anything.

"I went back inside and lay down again. No sooner had I stretched out than the moans and gasps and groans began again. I stood 'em as long as

I could, then I told John: 'So far as I'm concerned, this crummy is all yours,' and we both got out.

"I never was a believer in the supernatural, and I'm not offering any explanations, but, by the Great Horn Spoon, something must have made those sounds—and it wasn't either of us."

And even worse than ghosts, student brakemen have haunted cabooses from time immemorial. Though it's seldom mentioned, one of the way car's most important functions is its use as a classroom where conductors instruct greenhorns in the gentle art of train service—the proper method of doing their work with safety to themselves, their fellow employes, and company property. Personally I'd prefer a ghost. Students are an awful pain in the neck. Take your eyes off them a minute, and they'll get you into the dad blamedest jams. And I say this, remembering I was once one myself.

Cabooses don't generally wander around much. They are assigned to a particular division, and there they stay, traveling back and forth until that time comes when, with drooping platforms and loosened cupolas, they are reduced to kindling wood and scrap iron.

But every once in a while a crummy gets a chance to travel afar. One of them, Erie caboose No. 4259, almost got to the North Pole. Lieut. Robert E. Peary, the famous Arctic explorer, used the 4259 as a deck house on his ship, *Windward,* during his Arctic expedition in 1899, the only known case of a caboose reverting to its nautical origin. Later, she was set off on the ice at Etah, latitude 70 degrees north, and used as sleeping quarters. She came home again with Peary, and for many years the Erie kept her at the depot in Susquehanna, Pa. By 1940 she had become so rotten from exposure that the company had to

Southern Pacific

scrap her. But she'd had a rich life.

But the caboose that probably has done the most rambling on its own wheels is Rock Island No. 18058. Conductor Jim Bullard skippered her first in regular freight service and later in publicizing the railroad. During this period, she was on exhibition at every Rock Island division point between Chicago and Herington, Kansas, and at fairs and expositions all over the midwest. After tiring of wandering she settled down to a normal life, though maybe it wasn't so normal. Four times the big hook had to come to her rescue, but she never needed more than a couple dabs of red paint to put her back in business. When conductor Jim Bullard retired a few years ago, the 18058 retired with him, and he moved her to his home, where she now rests, her wanderings at an end.

RAILROAD CONDUCTORS pride themselves on their ability to handle any situation with ease and assurance, but when one Northwestern Pacific conductor, Clarence W. Renwick, says so, you can take his word for it. He's probably been through the worst a railroad has to offer.

The small sawmill town of Fort Seward was rainsoaked that January 27th when Renwick and his crew pulled in about five in the afternoon with fifty-four cars and a healthy appetite. It had been raining for days, highways were impassable, and the roadbed was so soft that trains crept over most of the division.

After they'd eaten, the crew returned to the train while the skipper went to the office to get a clearance and a couple of waybills. Then he went out on the platform and handed his hogger a highball. As the engine passed, he handed up the engineer's copy of the clearance, and said, "Take it easy, I want to catch the crummy."

Car after car rolled past, Renwick

Chicago & Illinois Midland

In modern cabooses like this one on the Chicago & Illinois Midland only the kerosene lamp remains to recall the days gone by. Stove now burns oil. Bunks, cupola, and informality have disappeared.

Coal stove, cupola, and kerosene lamp were standard in oldtime crummies where train crews lived for days at a time. This one was on the Southern Pacific's Tucson Division in 1900.

WAY FREIGHT

OVER the hill at Libertyville, with a jangle of gearing loose,
Comes 48, the long way freight, with its little red caboose.
'Way up in front he bears the brunt of the sleet and swirling snow,
Old Mogul horse plods his weary course, steady and strong, though slow.

With a rattle of slack bumping down the track, 48 takes the siding, clear,
While Number 4, with a deafening roar, whistles by in her mad career.
With a heave and a strain, back on the main, 48 goes jogging along;
While from frosty rail, in the teeth of the gale, the wheels fling a strident song.

With a clickety-clack, a long mile back, the crummy tails the drag,
And now that night obscures the sight, the lamps replace the flag.
With jolts and jars, on the swaying cars, they're bucking the ceaseless grind,
While a twinkling light laughs at the night from the little caboose behind.

God grant that they have right of way, with a meet or a pass for all,
Till the home yards bright, with a welcome light, flashes the last highball!

—J. N. Stewart

surveying each passing truck by the light of his lantern. Almost the entire train had gone by when the station agent, W. R. Kelly, dashed out of the office hollering, "Hey, Renwick, my wife's about to have a baby."

"That so?" the captain replied calmly. "Well, what in heck do you expect me to do about it?"

"Take her to the hospital. I can't get her there by auto. Road's washed out."

Renwick's lantern swung a hard stop sign, but the engine was out of sight around a curve. Turning quickly he shouted to his rear brakeman on the caboose. "Yank the air, Martin. Yank it."

Mrs. Kelly was hastily made comfortable on one of the lockers while brakeman Martin raced to the head end to tell the hogger why the stop and to handle them easy. The two 4600 class diesels got under way, and Martin caught the hind-end again, seating himself in the cupola. Conductor Renwick began working on his reports.

Suddenly Mrs. Kelly let out a scream. Kelly jumped to his feet and began pacing the floor. The skipper took one quick gander and went into action. On a hunch he had put two buckets of water to heat on the two-burner Coleman stove. He jerked his mattress from his bunk onto the floor.

"Oh, Martin," he called, "come down here and give me a hand."

The brakeman's face appeared, upside down, below the edge of the cupola. He took one quick glance, then muttered, "Who? Me? Unh-unh! There's a hot-box about fifty cars ahead, I think. I gotta go see about it." And away he went, mumbling to himself, "Mebbe it's desertion in the face of the enemy, but desertion she's a goin' to be."

Skipper Renwick hung onto his poise and his nerve, and went to work. Beads of perspiration trickled down his face. He had nothing to work with but a pair of wick-trimmer scissors and a spool of khaki thread, but when the train stopped at Scotia and George L. Morrison, the NWP General Manager, came rushing into the caboose, Renwick handed him a baby boy to convey to an ambulance.

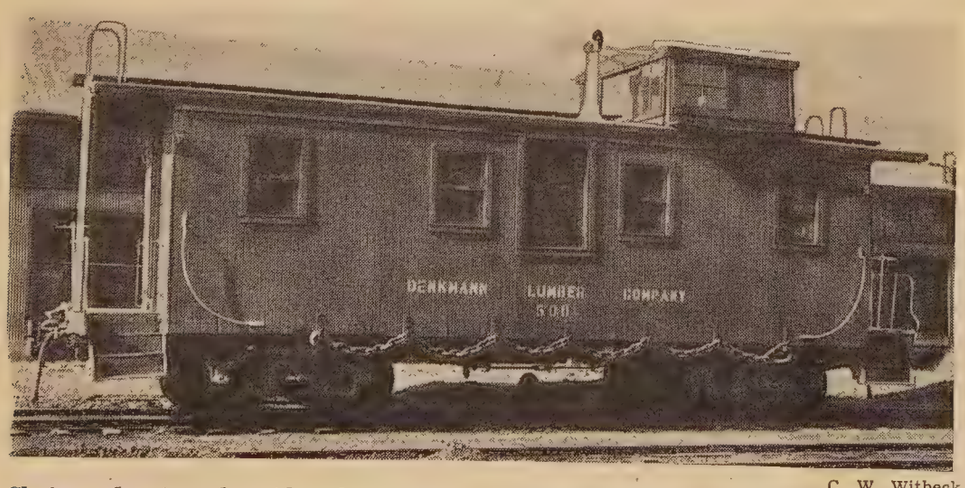
"Don't you want to carry him to the ambulance yourself?" Morrison said.

Renwick gave him a long bitter stare.

"If I never see another baby in my whole life, that'll be too soon."

LIKE THE CUPOLA, bunks and cooking facilities are gradually passing out, and already oil stoves are replacing the old coal burners. The old time crummy just ain't what she used to be.

Take the matter of supplies for instance. All freight cars nowadays have identical couplers and journals, and so you only need to carry one size brass (car journal), knuckle pin, and knuckle. But not long ago caboose lockers contained from ten to twenty different kinds of knuckles, and six sizes and kinds of knuckle pins, 8-, 8½-, 9-, and 10-inch journal bearings, as well as a couple Pullman bearings and rocker type journals and wedges. In those days a trainman had to be a pretty fair car toad as well to be able to pick the right piece for the right



C. W. Witbeck

Chains adorning the side of Denkman Lumber Company equipment in Canton, Miss., are used to bind cars together when drawbars pull out or knuckles break.

place without causing a lot of delay.

In those days, the brakeman also had to draw their own supplies and replacements, lugging the brasses, chains, and knuckles from the store room to the crummy themselves. Eventually railroad companies agreed to have "heavy" supplies hauled by the car department, though the rear brakeman still had to draw "light" supplies himself—lanterns, globes, oil (signal, kerosene, black), fusees, torpedoes, matches, waste, flags, lamp chimneys, lantern and lamp wicks, and so on. Today a supplier does all this work for him.

Last I heard the Chicago & Northwestern, the Milwaukee, and the Pennsylvania were equipping some of their crummies with electric lights. There is no question that this should raise efficiency. The more light a conductor has to work by the easier his task. But to an oldtime skipper like me it's just one more step toward "mechanized transportation" which isn't railroading, not by a long shot.

Electrified crummies, as a matter of fact, are nothing new. I had electric lights, operated by batteries, on the Mountain Local of the Espee thirty-six years ago. My rear shack, Frank Lillis, wanted to fit the markers with electric bulbs, but that was one thing I wouldn't stand for. Oil is safer and surer. I've seen crummies almost torn to pieces in wrecks, tornadoes, cyclones, and yet the old-style markers went on burning, guarding the rear.

AH, THOSE YEARS and persons and places you saw from a cupola window. Remember that time you were passing through Cordell, Oklahoma, and you saw that board shack burning and a woman lowering herself from an upstairs window, hanging there, her night dress on fire and the flames shooting out of the wall? You could hear her screaming, and there wasn't a single thing you could do to help. Then your train carried you on and away, and you never knew whether she managed to survive or not.

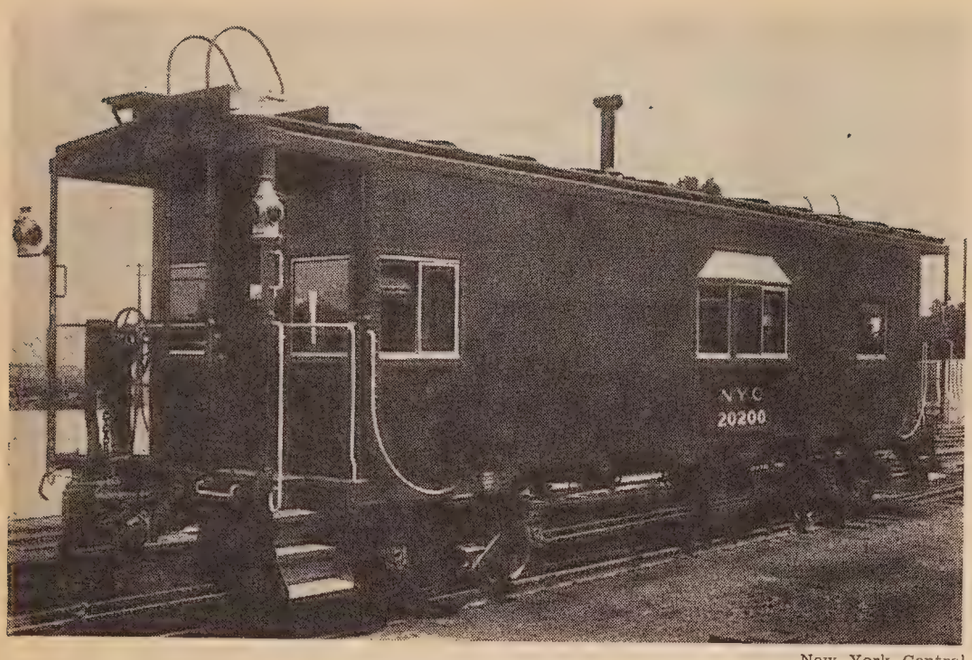
Or that time in the Missouri Ozarks

William F. Barkam

In the days when Pacific Electric's Southern District was electrified, this freight conductor gave a highball by waving his hat toward the head end.

Erie Railroad

High modern boxcars made cupolas inadequate for looking over the tops, so Erie equipped some of its trains with radio-telephones—the modern way to highball.

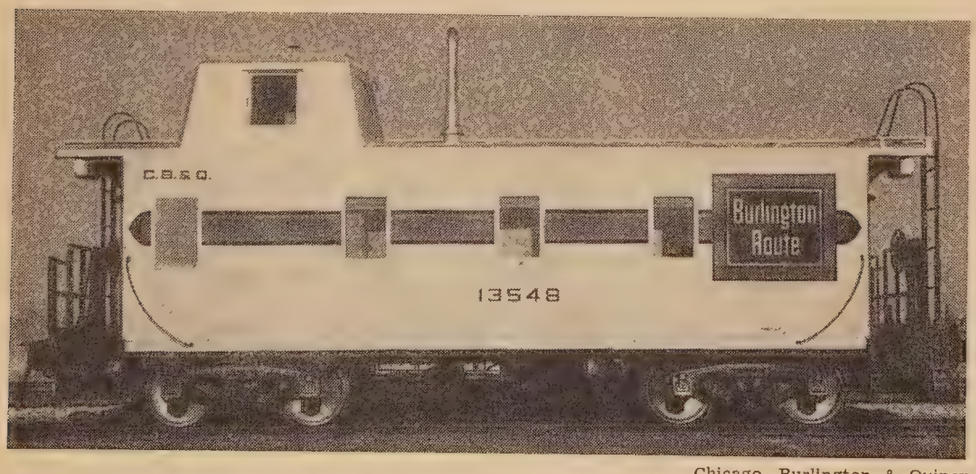


New York Central

Early cabooses had no cupolas. This sleek, box-like all-steel New York Central hack reverts to an old fashion that went out more than ninety years ago.

Erie Railroad

What you can't see over, you can see around. This new radio-equipped Erie way car has a bay window in lieu of the cupola. But the boys miss the lazy board.



Chicago, Burlington & Quincy

The Burlington's newest equipment isn't even red. It's aluminum. But the oldtime cupola and bunks are still there. Some roads are now electrifying their cabooses. Others are pooling them, the same hack serving several crews during a run.

when your train had slowed to a crawl and in a little vale between the hills you saw a small patch of corn growing and a garden, a log cabin with a thin blue wisp of wood smoke curling above its stick and mud chimney? Seated in a hickory rocker on the porch an ancient patriarch with a long white beard waved a gnarled hand in answer to your salute.

And those times when you were coasting down from Marshall Pass on the Denver & Rio Grande narrow-gage in Colorado, and you looked down and saw three other trains, one going in the same direction as you and the others in the opposite, and you realized that all four were on the same track, miles distant from each other?

But what you most liked to see from the cupola window of any caboose on any railroad was the green signal light at the entering switch to your terminal yard. Then it would be but a short time until with your crummy on its designated track and the crew gathered snugly inside, you could relax and be at ease until the caller and his little black book again appeared, ordering you once more to view the passing world from a cupola window.

YARD LIGHTS

THE YARD lights of home—
They are looming just ahead,
The switches and the targets,
Gleaming green and ruby red.

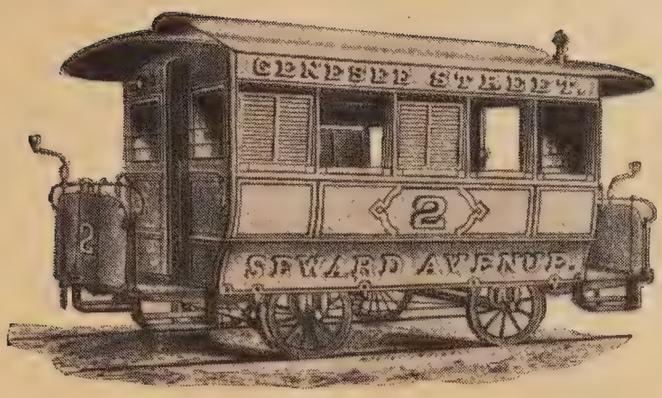
The yard lights of home
Are the handsomest I've seen,
The red's a little redder
And the green a deeper green

Than the lights of Valley Junction
Or the targets down the line;
Not along the whole division
Are there any lights so fine!

The yard lights of home—
How they holler through the night:
"There's a supper and a bathtub
In the home of your delight,

And a youngster and a woman
Waiting for you with a smack,
And a spell of solid comfort—
Till the callboy hails you back!"

—Ed F. Noble

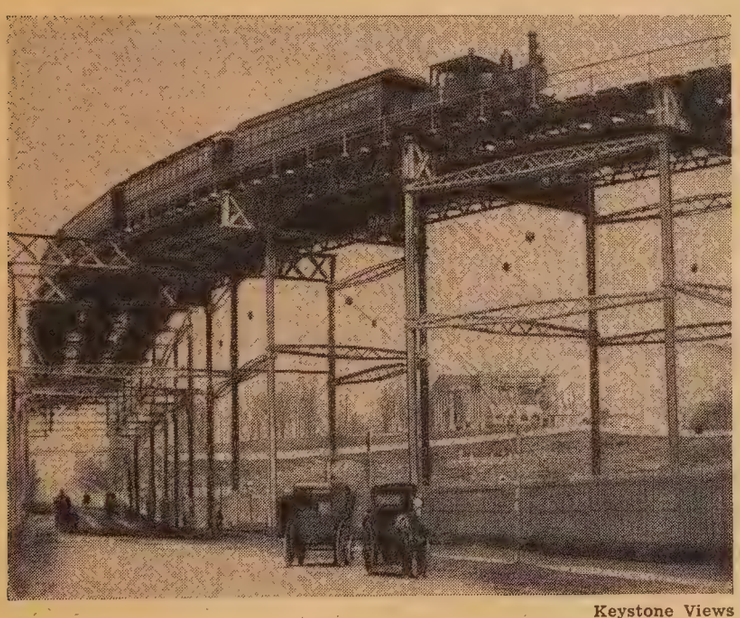


Remember the Days . . .

John H. Powers

HORSE-CAR

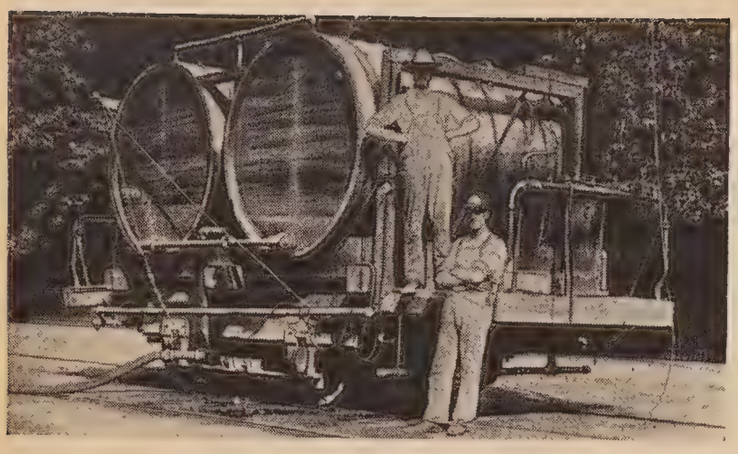
You don't have to be very ancient to recall this form of transportation. New York horse-cars date from 1832 to 1917. The conveyance shown here operated at Pittsburgh, Pa., until August 22, 1923. Out in California a mule-drawn vehicle on rails took passengers up Mt. Lowe near Altadena as late as September 16, 1936.



Keystone Views

STEAM-POWERED EL

A Forney-type engine chugged around the high curve on New York's 110th Street, with leisurely horses and buggies beneath and open fields in the background. The old curve is still there, but that locality, lower Harlem, is now densely populated. Today the elevated line is run by juice. It may soon be abandoned.



STREET SPRINKLER

If you lived in almost any American city prior to World War I you must have seen the water tanks built on four-wheeled trucks, moved by electricity, that sprinkled dusty streets. Photo shows a trolley tank-car being filled from a fireplug just outside Fairmount Park, Philadelphia, world's largest municipal park.

James E. Kimball

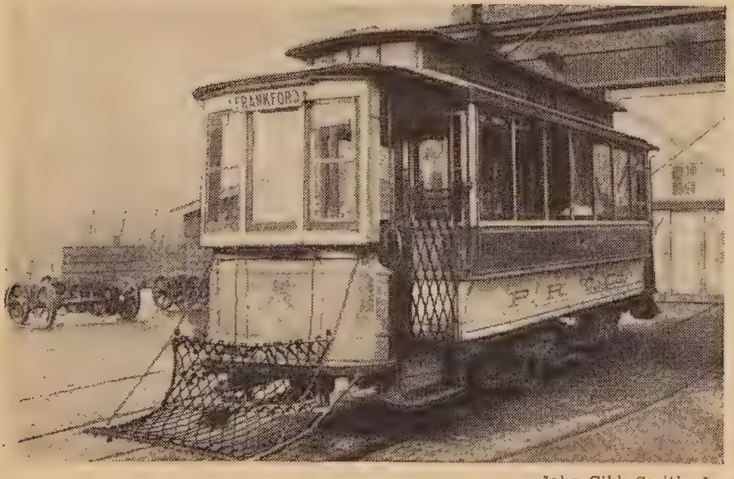
STEAM-DRAWN STREETCAR

The Munsie Street Railway had a novel get-up consisting of an open-bench conveyance highballed by a Baldwin-type steam dummy named *Vermonter*. Just about all the gentlemen passengers shown here wore the black derbies typical of the period. Wish we knew the history of this odd line.

L. H. Houck

LONG DRESSES

Once upon a time when respectable ladies had no legs—that is, when their lower limbs were not visible to the naked eye—and when they wore gay flower-garden hats, a jolly trolley conveyed the local citizenry of Tampa, Fla., to and from the quiet resort areas known as Ballast Point and Port Tampa.



John Gibb Smith, Jr.

ROPE FENDER

Some trolley cars were equipped with fenders made of rope and tubular iron, such as this dinkey on the Philadelphia Rapid Transit Company. The fender was designed as a life-guard. It served as a net on which you or your dog would be carried if either of you ventured in front of a moving car and were knocked down.

MILK RUN

Before the ascendency of motor trucks, it was common practice for streetcar companies to haul local freight as well as passengers. We see here the interior of a well-filled milk car on the Hershey, Pa., line, that served both the general public and the great Hershey chocolate plant. The trolley line, alas! is no more.

SNOW SWEEPER

One of the functions of city transit companies from their earliest days has been to keep the right-of-way clear of snow. This is done with sweepers. At the right you see equipment of the Third Avenue Railway System churning up powdery white clouds on a New York street.

Stephen D. Maguire

SUMMER CARS

There was nothing like a trolley ride to cool you off on sultry days and nights. Open cars of the Connecticut Company used to haul football fans to the big games at Yale University.

Donald E. Shaw

CHICAGO'S FIRST STREAMLINED TROLLEY

These beautiful PCC cars were designed and built for speed and comfort in a desperate effort to halt the flow of passenger traffic toward the automobile and the bus. As we all know, they did give the trolley a new lease on life—for a while. Today, relatively few of them are left in service.

International News Photo

Conductor Sullivan failed to ballast the "butterfly" he dropped off at Torena, and the wind sent it sailing.

THE THIRD TRICK

Phantoms Rode the Rails During Those Eight Hours at the Tag-End of the Night, and the Strangest Episodes Occurred—Which Never Got into the Ink Report

by HARRY BEDWELL

ILLUSTRATION BY HERB MOTT

THE CHIEF DISPATCHER was glad to see Eddie Sand, and tickled that he was looking for a train-order job. Eddie had been on the Espee in the Northwest. The grub was fine, and he'd avoided the tough station jobs. But when the winter rains came, he had felt the old sniffles coming back, and moved on.

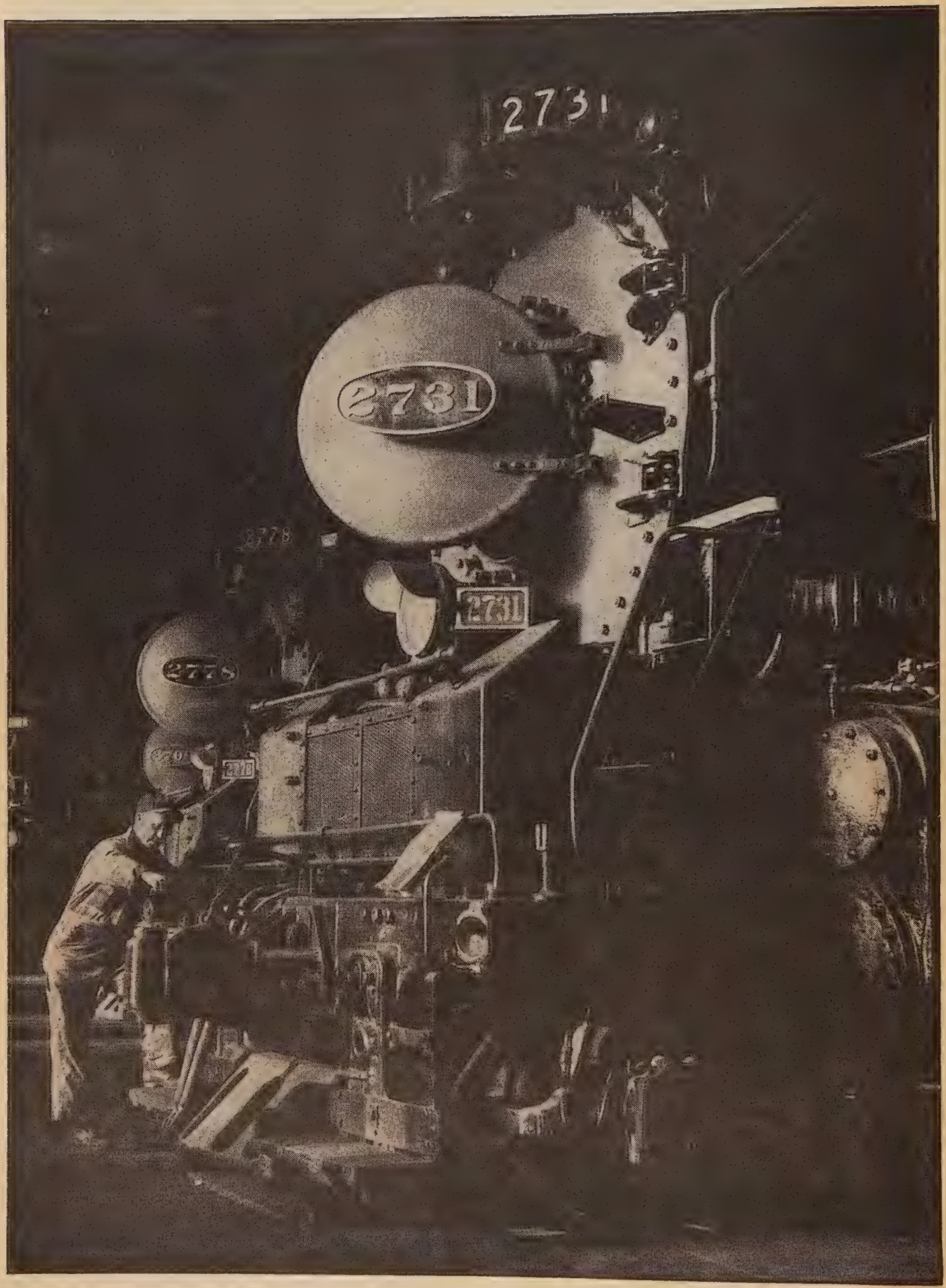
"Just a train-order job is all I require," he said, "out where the sun shines all day—till I'm rid of the sneezes."

But that wasn't the way it came out. The third trick dispatcher on the desert end was down with the flu, and there was no one else to relieve him. But a boomer never ran out on a tough job. He did it lightly to show 'em he was good. Besides, Eddie had been trained to all periods, and the third trick, worked at the pallid end of night when the normal world is abed, gave you uncommon aspects of men and events. During those tag-end eight hours the railroad wasn't much supervised by officials, phantoms rode the rails, and frequently the most curious episodes occurred—which never got on the Ink Report.

Eddie took the third trick without breaking in.

The dispatcher's office was a dusky cavern spotted with lights hung low over the long tables. Voices of the trick men talking into their transmitters were muffled in the gloom. Eddie had filled in for a dispatcher the last time he was there, but the memory of that other trick on the sheet was buried. Those first nights were a blur

(Continued on page 59)



Thomas B. Hollyman, Chesapeake & Ohio

Brooding in the gathering shadows of the Chesapeake & Ohio's roundhouse at Russell, Ky., these towering engines get some attention from a roundhouse worker. No. 2731, Berkshire type, is one of fifty built in 1943-1944 by Alco. The road's K-4's combine tractive effort of Mikados with greater horsepower.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here every issue by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

1

Question *Recently you ran a picture of switches kept free of ice by an electric apparatus. This leads me to ask:*

(1) How are switches in isolated areas protected? Once iced over, how does the brakeman clear them for service?

Answer The simplest way to protect switches in winter from icing over is by hand. The track man merely sweeps snow from the switch points. If thin ice forms, salt or calcium chloride crystals will melt it, although they are detrimental to the metal if used in excessive amounts. Oil torches are used to prevent ice from forming, and are often placed between the ties. In areas where gas or electricity is available, either can be used by connecting the supply to a heater under the rails, which melts any accumulation of snow and ice. One of the ways to keep switches clear of ice is to use steam pipes beneath them, supplied from a central boiler plant. This system is followed chiefly at large terminals with groups of switches.

(2) Are switches controlled by CTC boards many miles away kept clear by electrical equipment?

Any of the foregoing methods can be used at CTC controlled switches, depending upon their location and the availability of fuel or power lines.

(3) Do pipes on passenger cars in service freeze?

Yes, at times pipes on passenger cars freeze, but the steam heat pipes are generally blown out before the car is laid up at the end of a run.

(4) Do rails kink or twist in extreme cold as they do in extreme heat?

No. Rails *may* snap in very cold weather because the steel contracts and becomes more brittle. They do not twist or kink from cold.

(5) Can trains operate at high speeds safely in freezing weather?

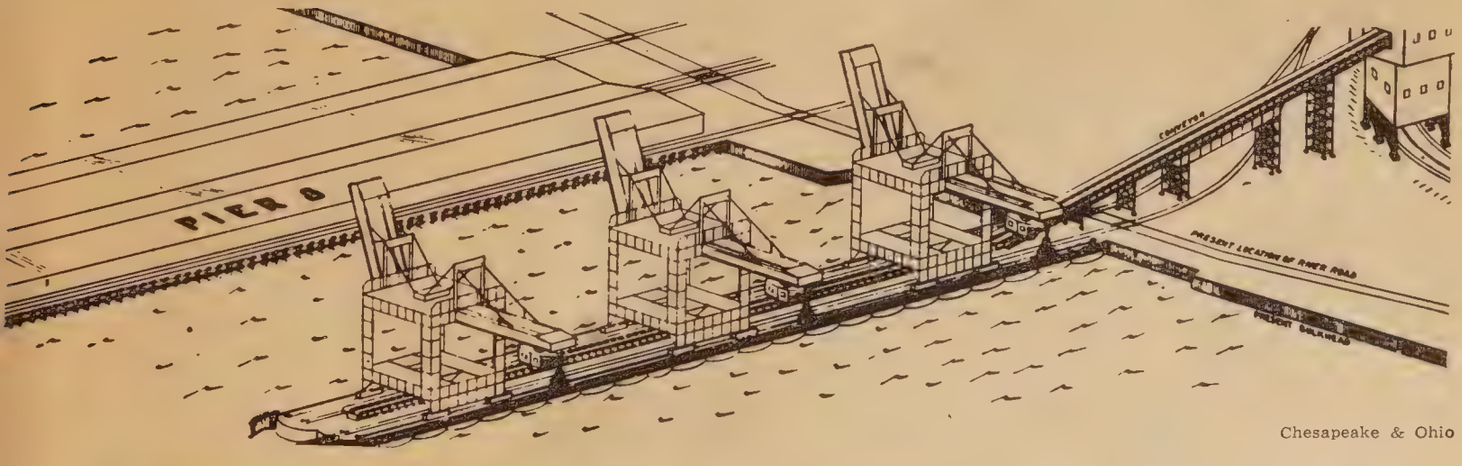
Trains can and do operate at high speeds despite cold weather. Most lines keep the same schedule all year round, regardless of weather.

(6) Do main-line rails ice over to the point where they must be cleared before passage of trains?

Rails often ice over, particularly at grade crossings and other places where flange clearance is restricted. Snowplows and special cars called snow-flangers are equipped with sharp pointed pieces of steel which reach downward next to the inside of rail to clear flangeway of snow and ice.

2 *What is the ticketfax system?*

This is a new electronic device which flashes Pullman and reserved seat coach tickets from one railroad station to another, and provides tickets almost instantaneously to customers at the counter. The new system permits the traveler at any ticket center to



Chesapeake & Ohio

The Chesapeake & Ohio plans to spend $8 million for a new ore pier on the James River at Newport News, Va. Pier 9, as it is to be called, will be equipped with three huge cranes capable of handling fifteen tons of bulk material every forty-five seconds. Here is an artist's conception. Conveyer leads to tipple and scale house at top right.

Union Pacific

Mobile window-washer now in operation on the Union Pacific gives a UP streamliner a good going-over. Gasoline-powered truck rolls the new contraption alongside track.

Milwaukee Journal

Twenty years ago, the hand that held the steam-engine throttle made the Milwaukee road's *Hiawatha* one of the fastest trains on American rails. Today diesels do the job.

obtain immediately facsimile duplicates of tickets for their use on trains, while the originals are miles away at the main office.

3 *What is a mobile window-washer?*

A new machine designed for cleaning passenger car-windows. It was built and introduced by Union Pacific's superintendent of car department. The apparatus, mounted on a truck, reaches window level and sprays the glass with ordinary tap water, then scrubs it with a revolving brush. Operated by one man, the device effectively cleans windows on both sides of a 12-car train in eight minutes.

4 *How does a steam locomotive throttle operate?*

The throttle lever is an arm or bar designed for operating the throttle valve. It is pivoted to a bracket and connected with the throttle rod, which in turn is connected with the throttle crank. A latch engages in teeth on a quadrant, which hold the steam throttle lever in any desired position.

The throttle valve admits steam from the boiler to the dry pipe and thence to the cylinders so that the locomotive can be started and stopped. It is usually placed in the upper part of the steam dome, in order to secure dry steam, and consists of two disks of cast iron united by a control body or web. These fit into two circular openings in the upper part of the throttle pipe. Because the upper disk is slightly larger than the lower, the unbalanced steam pressure on the disks tends to keep the valve closed. The disks have conical edges. When the valve is closed, they rest upon correspondingly coned circular seats, to which they are ground in with emery. Front end or smokebox throttle valves are commonly used on modern superheater steam locomotives instead of dome throttle valves.

5 *Is the Ann Arbor Railroad independently operated?*

No; it is controlled by the Wabash, which purchased its capital stock in 1925. It hauls freight only.

6 *Why is a head-on collision called a "cornfield meet?"*

As so many collisions have occurred in rural areas, the term grew out of an

association of wreckage with the farmland into which it was tossed.

7 *Are the Buffalo, Rochester & Pittsburgh and the Buffalo, Susquehanna & Western Allegheny still in existence?*

Not under their own names. Both are now part of Baltimore & Ohio.

8 *What is a Class 1 railroad?*

One that shows operating revenues above $1,000,000 per year, regardless of its length, rolling stock, etc.

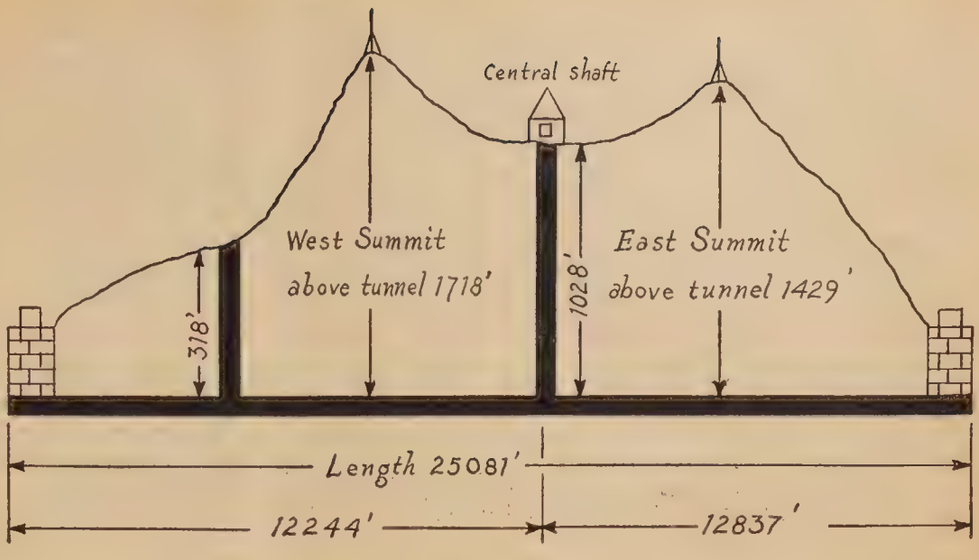
9 *When a locomotive is lifted by a crane, what keeps the spring saddles, hangers, etc., in line, so that the engine may be set down in place on its wheels?*

Before a locomotive is lifted by a shop crane, workmen insert short wooden blocks at various points in the spring rigging or under the driving boxes to keep these parts in approximately normal position. In the case of older locomotives, gibs or keys are used in attaching the spring hangers to the springs and equalizers, but in modern machines the general practice is to use circular pins or bolts which provide a more secure fastening of parts.

10 *Please print a brief history of the Boston & Maine's Hoosac tunnel.*

This 25,081-foot bore in the Berkshires was once America's longest railway tunnel. Its construction was completed only after 24 years of perseverance in the face of great obstacles. Engineers experimented with countless drilling methods, but few machines, designed especially for the job, could gnaw through the tough rock. When little progress had been made, a group of ambitious contractors took up the challenge of the vast undertaking. After extensive study of the terrain they began drilling, blasting, and clearing the area at several points. Driving discouraged workers over the years, and improving their equipment and techniques as the work proceeded, the builders finally heard the last deafening blasts from the east and west summits and saw the light stream through a ragged connecting gap.

On February 9, 1875, the first train passed through. The "Big Bore" had cost $14 million and taken a toll of 196 lives. No one knows how many trains have since used it.



Built in 1875, Boston & Maine's Hoosac Tunnel is now the fourth longest in North America. Central shaft was used during construction, served later for ventilation.

At first the tunnel handled traffic on a single track, but eventually it was enlarged and double-tracked. Steam, gas, and smoke hung so thickly in the tunnel after a train had passed through that following trains had to wait a long time for the air to clear. Because of this delay and because of the trying conditions under which the crews worked, officials electrified the tunnel in 1911. Single catenary construction is used throughout. Wires are supported by trussed steel bridges except where three or more tracks are covered, in which cases the cables are attached to steel A-frame towers.

Boston & Maine

West Portal, Hoosac Tunnel. Bore took 24 years to complete, cost nearly $14 million. Ventilation problems forced B&M to electrify the line in 1911.

11 *I would like information on the Martha's Vineyard Railroad.*

This nine-mile, 3-foot-gage line, founded in 1874, ran on the island of Martha's Vineyard, off the southern coast of Massachusetts. It was built despite opposition from groups which wanted their off-shore peace undisturbed by noisy locomotives. The route was not wisely chosen. For long stretches it ran along sandy beaches. During the severe storms of 1874-75 much of its track was washed away, undermined, or buried by drifting sand. So parts of the track were rerouted.

One of the road's engines, the *Active,* while being unloaded from a ship, accidentally rolled off the dock into the harbor, but little harm was done. The *Active* made her initial run, Katama to Edgarton. Original stock on the road consisted of two coaches and a boxcar. During the road's first year it failed to make a profit. The sheriff held the rolling stock as payment for debts until leading citizens rustled up the necessary funds.

Later, the line was extended to the beautiful resort of South Beach, but failed to prosper. In January, 1877, the road was sold to a New Bedford business man, who cleared it of debt and operated it at a profit by pushing vacation traffic.

The round trip afforded a continuous view of the ocean, sailing vessels, and white sandy beaches. But despite the island's attractions, the crowds thinned during the national depression of the late 1880's. By 1891 the once lively resort town of Oak Bluff was without a summer hotel. Fire destroyed the MV's terminal and wye tracks.

By 1894 Katama was little more than a ghost town, and the road discontinued service south of Edgarton. The last steam train to run on the MV was pulled by the locomotive *South Beach.*

In 1897 the abandoned road tried a comeback as a juice railway, merging with the Cottage City line, but the arrival of automobiles and "jitney" buses on the island swept even the electric line into oblivion. Today nothing is left of the colorful narrow-gage except a deserted right-of-way, some crumbling trestle work, and the old rails which the years and the ocean's spray have withered and rusted.

A. J. Kazla

Three-foot Martha's Vineyard Railroad skirted the dunes and beaches of Martha's Vineyard, an island resort south of Cape Cod, Mass. (Above) Oak Bluff station.

Wayne Brumbaugh

A westbound Lehigh Valley freight, hauled by No. 5127, thunders along a rugged cut east of Penn Haven Junction, Pennsylvania, in the Pocono Mountains.

12 *Years ago, I saw a three-level railway crossing outside Richmond, Va. Does it still exist?*

Yes. This unusual crossing stands south of the Main Street Station. The main line of the Southern's Richmond Division operates on the "ground floor," the first tracks of which were laid in 1861. The main line of the Seaboard's Virginia Division runs on the second level, and the main line of the Chesapeake & Ohio's Jamestown Division uses the top level. It is one of North America's longest railroad trestles. Both the Seaboard viaduct and the C&O overpass were built in 1900.

It is rare indeed that three trains use the crossing simultaneously. The photo shown here was deliberately posed.

Running Extra

Some interesting information on European fog-signals comes to us from J. David, Direction des Etudes, Conseil de L'Europe, Strasbourg, France. Commenting on our February item which mentioned that torpedoes were used as fog-signals, M. David writes: "In Europe torpedoes are used as auditive signals as well as visual. In France, for example, every *disque,* meaning 'stop at the next switch or station,' has one torpedo joined to it, and each *carre,*

meaning 'stop immediately,' has two."

"In the same way," our correspondent says, "every *signal d'avertissiment,* which means 'proceed slowly, the next board is red,' is accompanied by a *crocodile,* a device which makes a special noise in the cab and which the hogger must silence in acknowledging the signal on a special lever. Torpedoes are also used for emergency stops by track groups or flagmen.'

M. David adds that in order to understand these practices, we should remember that European trains are controlled by signals along the tracks and not by dispatching and train orders.

James P. Gallagher

Tail end of an eastbound Baltimore & Ohio coal train ducks into the tunnel at Maryland Heights just across the Potomac River from Harper's Ferry, W. Va.

Not long ago we said Pike's Peak Railway was no longer steam-powered. C. A. Hanna, 2355 Rosedale Ave., Dubuque, Ia., tells us that while vacationing in Colorado last summer, he found that, in order to accommodate the tourists, the road had put "Old Smoky," steam engine No. 4, back into service to haul extra trains. The locomotive made an impressive sight, adds Mr. Hanna, as she "puffed grandly" up the slope, while retired cog engine No. 1 could be sitting quietly atop nearby Cheyenne Mt.

We are planning a feature on railroad floods and would like to hear from any reader who has really good flood pictures.

In April we ran an item on "Mile-a-Minute" Murphy, whose cycling speed record had never been broken, so far as we knew. David L. Olinger, 162 Rosewood Drive, Dayton 5, O., informs us that in 1939 a French cyclist, Alfred Letourner, beat this mark by hitting 108.88 mph with a Schwinn bicycle, paced by a racing automobile, not by a train.

Readers have asked us which is the longest railroad division in the U. S. We don't know. It might be the Union Pacific's Idaho Division, which has 848 miles of main-line track. Does anyone know of a longer division?

Richmond Chamber of Commerce

Three-level crossing of Chesapeake & Ohio, Seaboard Air Line, and Southern at Richmond, Va., is probably only one in the world. A three way meet like this one, however, rarely occurs. (Three-level separations exist in Detroit and Chicago.)

PHOTO OF THE MONTH: Pistons throbbing and stacks disgorging towering smoke to the bright clear sky, these two

H. L. Kelso

Santa Fe type helper engines put their shoulders to the rear end of a Santa Fe freight somewhere in the Southwest.

Two-hour layover in the mountain-girdled mining town of Silverton, Col., is midway point of day-long trip.

TRAIN TO YESTERDAY

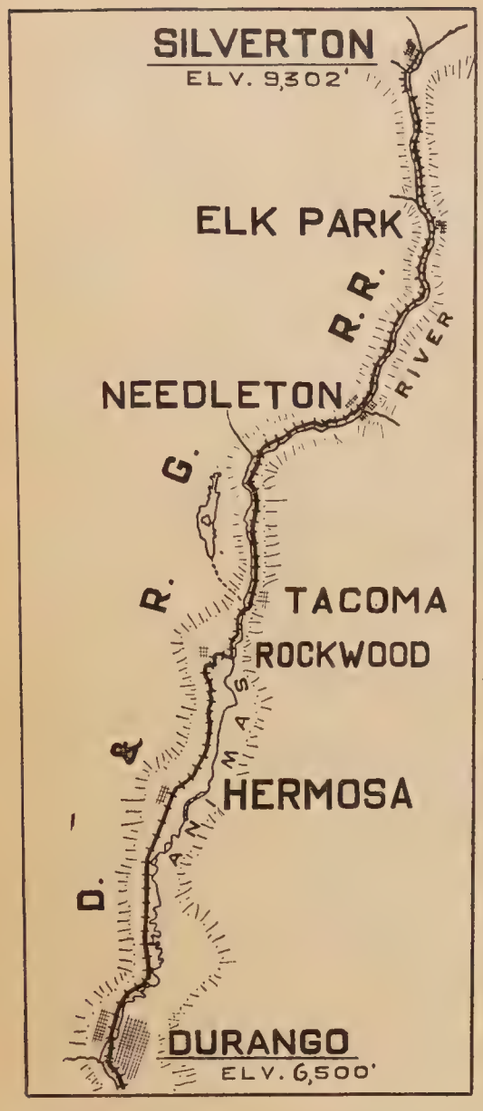
Plenty of Railfans Will Vacation This Summer on the Picturesque Silverton—America's Last Narrow-Gage Passenger Line

by THOMAS T. TABER

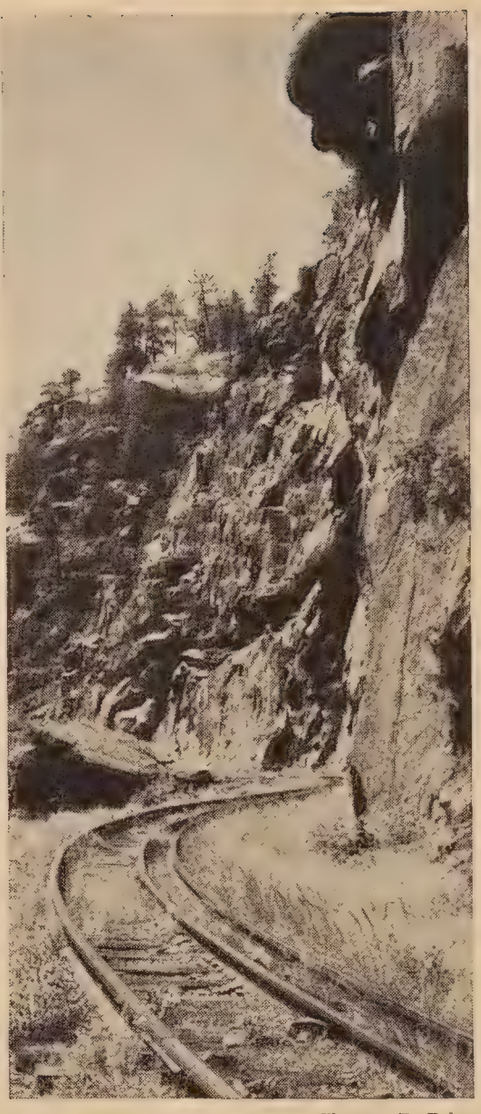
ILLUSTRATION BY PHILIP A. RONFOR

WHEN you come upon that pint-sized narrow-gage Silverton train in the station at Durango, Colorado, you can scarcely believe your eyes. That slim-stacked Mikado with the red caboose and the wooden coaches trailing behind it look like something out of grandfather's day. And then when you climb aboard one of the coaches and walk between the single and double seats staggered at either side of the aisle, you half expect to see a grizzled prospector or tinhorn gambler grin up at you greasily—or you do until you see that pretty blonde in the red-checked shirt and blue denim pants, staring in wonder out the window. The engine throbs suddenly, and you find a seat. You're moving now—in that train to yesterday on the old narrow-gage.

You shouldn't be there, as a matter of fact. Nobody should. Several years ago the Denver & Rio Grande Western was all set to abandon the line—the last narrow-gage passenger train in Colorado, or for that matter anywhere in the United States. They would have abandoned it too, only somebody threw a monkey wrench in

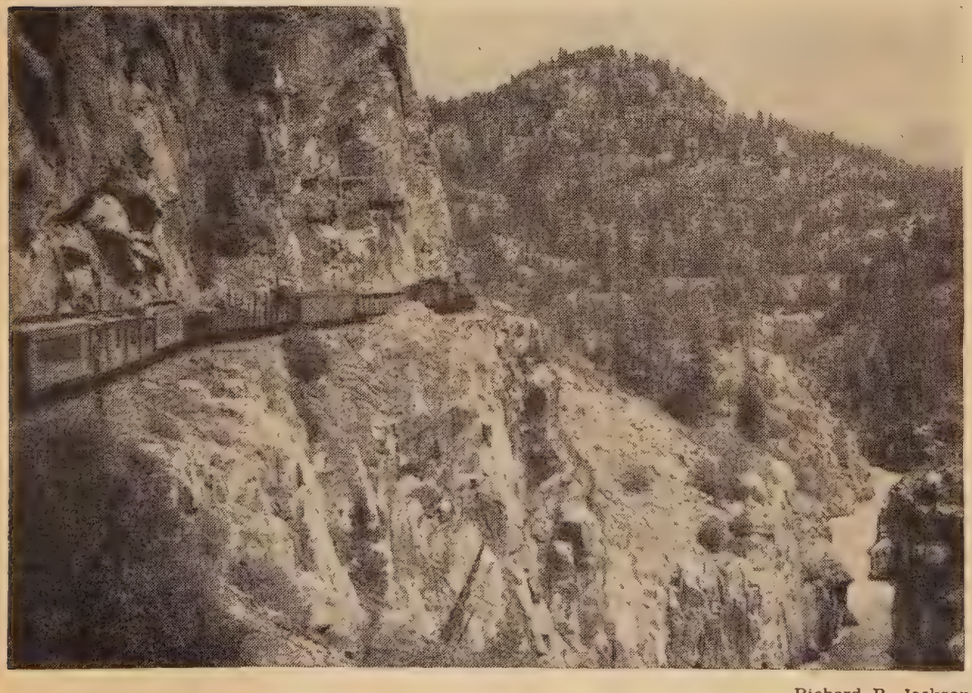


The historic Silverton climbs nearly 3000 feet in the 45-mile Las Animas canyon between Durango and Silverton.



Thomas T. Taber

On ledge above Animas Gorge, a guard rail prevents equipment from going over the edge in case of derailment.



Richard B. Jackson

Although most of route is near water level, the section between Rockwood and Tacoma follows a ledge high above the tumultuous Animas, River of Lost Souls.

their plans—you, and the thousands of others like you who traveled perhaps halfway across the continent to take a ride into history—on the Silverton Line. The trouble was that the line hadn't been making any money, and, when the D&RGW announced its abandonment plans, a howl of protest arose from railfans, riders, and others devoted to the spirit of things past. Those three-foot gages are about as closely associated with Colorado as cable cars are with San Francisco, and the reverberations of the proposed outrage penetrated even to the Colorado legislature.

Now this sort of protest has arisen often enough before when companies have proposed abandonments, but generally, when the tumult and the shouting died away, the abandonment has taken place as scheduled. Not so with the Silverton Line. Its friends stood by it, and still do. They thought it didn't make sense to tear up the historic railroad without first making an all-out effort to attract enough business to cover operating costs.

Spearhead of the movement to save the line was Harold A. Waddington, private citizen of Silverton. Waddy, as Mr. Waddington is better known, set to work to enlist others in a campaign to publicize and popularize the Silverton Line. To help raise funds for the publicity campaign, Waddy and his wife trudged many miles up and down the long-abandoned roadbed of Otto Mears' historic old Silverton Northern and picked up hundreds of track spikes, which they straightened, cleaned, polished, and sold at a dollar each to people who wanted to make a small contribution toward keeping the Silverton Line alive.

Gradually the word began to spread. Here was real news—a group of people with nothing to gain for themselves working tirelessly to save a line which didn't even seem to want to save itself. Newspaper releases, articles, and photographs began appearing all over the United States and Canada, and finally the efforts of Waddy and his friends began to show some results.

More and more people drifted into Durango to take the ninety-mile narrow-gage train trip. In 1953 passenger

(Continued on page 54)

WRECKING MASTER

by Clyde E. Randall

as told to Freeman H. Hubbard

Nothing Is Left of My 48 Years of Railroading but a Scrapbook, a Few Letters . . . and Memories

By means of a phone set up on the derrick car I would issue orders to my men.

AFTER BOOMING around the country for eighteen years, mostly in the West, I settled down at Scranton, Pa., in 1924 with a steady job as wrecking master on the Lackawanna. For the next three decades I bossed a crew of home guards. You might say that my work was hard, dangerous and exciting, and it kept me on call for twenty-four hours a day. But I liked it. On the rare occasions when I took a vacation I felt bored and restless.

Now I have reached the end of the road. Retirement age crept up on me, and the boys threw a party to cheer me up.

"Randall," they said, "you can take life easy from now on. You have earned your rest. No alarm clock or telephone calls to worry about. You can do anything you want."

That's just the trouble. I *can't* do anything I want. I would like to get back into harness, even if the company doesn't pay me a dime. My pension under the Railroad Retirement Act is enough for the wife and me to live on. All I want is to work for the railroad, any railroad. It's the only kind of work I've ever done—and I didn't even take time out for a hobby. The only music I know is the click of flanged wheels over rail-joints. That was where I made a big mistake. I should have started years ago preparing for retirement.

Some fellows like to sit around the house, but I don't. Once in a while I stroll downhill to the old familiar yards and shops and watch the men working. It makes me sad. The men are friendly enough—they kid me along—but I know that I don't belong there any more. Nothing is left of my forty-eight-year railroad career except a scrapbook, a few letters—and memories.

When you start looking backward instead of ahead, you are over the hump, my friend. You're through. This is the toughest fact I've ever had to face in a lifetime of stress and strain.

My career began in 1906, when my father was a car foreman on the New Haven at Providence, R.I., and I hired out to the same road as a car inspector and freight-car repair man. The job lasted four years. In those days boomers roamed the country, soaking up adventure. Their tales filled me with a longing to travel. I was young then. Footloose and fancy-free. I quit the New Haven, packed a few personal belongings into a shabby old suitcase, and headed west.

My first stop was historic Dodge City on the broad Kansas prairie. I'd heard so much about Dodge, its marshals, its bad men, its fancy women, its saloons and dance halls, and its great cattle drives that I was actually disappointed when I unloaded from the rear open platform of a train and

Ed Macauley

A washout piled up this Lackawanna passenger extra near Hackettstown, N. J., in the stormy morning of June 16, 1925. There were two coaches, five sleepers, and engine 1104 (later rebuilt and put back into service). Most of the passengers were bound for a tour of Germany.

looked around in vain for a bunch of wild cowboys shooting up a gin mill. However, I went to work as a car tink for the Santa Fe and stayed there until the lure of far-away places beckoned me to Mormon country.

At Ogden, Utah, I half expected to see some sign of the multiplicity of wives for which the territory had once been famous. Again I was disappointed. The town proved to be orderly, respectable, clean, and quite pretty. Not a harem in sight. I stayed in Ogden for a while on the Union Pacific payroll. Thought maybe I'd settle down there for good and "grow whiskers" (acquire seniority). But I listened to siren talk of Pocatello, Idaho, where almost anyone, they said, could become a yardmaster; so I packed my toothbrush and a clean thousand-miler shirt and journeyed to Pocatello.

If I had entertained any notion of becoming a yardmaster myself, I was quickly disillusioned. So far as I could learn, the Union Pacific garden at Pocatello boasted only the usual number of yardmasters. The boomers who spread that story must have been talking through their battered Stetsons. Anyhow, I put in a spell of car repairing for the Union Pacific at Pocatello without becoming a yardmaster. Then I switched over to the Oregon Short Line, also famed in boomer lore, but I didn't find any Big Rock Candy Mountain there, either.

THE ESPEE, I said to myself, is the place to go. No boomer can say he's been around if he hasn't been on the Southern Pacific payroll at least once. Yes, I will go there.

Well, I spent some time on the Espee at Kiserville, Calif.; but my feet were still restless, and come spring, with the robins and wildflowers and all that, I migrated to Laurel, Montana. That was my last Western job. I never did feel at ease on the Northern Pacific, maybe because I was homesick. Pretty soon the call of the East drew me back to Providence.

The big hook I worked on is a 250-ton Bucyrus crane, powered by steam, largest one on the Lackawanna system. I'm the man on the ground at the left.

That was in 1917, when America was entering the first World War. For five years thereafter I worked on the New Haven, my old alma mater, and then I signed up with the Lackawanna. I was married and had satisfied the boomer urge of my youth. All I wanted to do was settle down, work for what is now termed "The Route of Phoebe Snow," and raise a family.

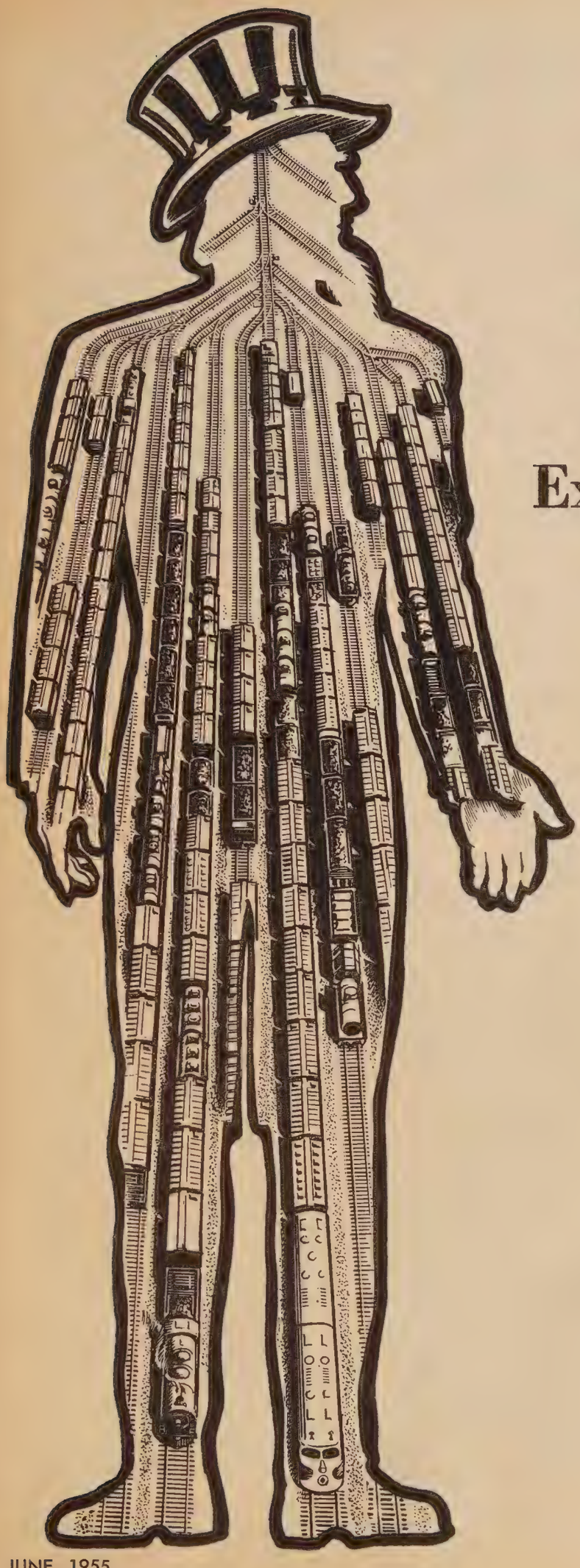
The years since 1922 glided by swiftly. I hadn't given much thought to the future, but it came upon me all of a sudden. One day I was bossing the biggest "big hook" on the entire Lackawanna system. The next day I was out. My old job, the job I loved, went to Paul Evans, who had labored beside me for some time as a derrick engineer. Even now I haven't adjusted myself to the change. I want to go back into service.

My health is good. Never once have I consulted a doctor, except when a company medico okayed me for a job and except when I took the annual compulsory health tests that went into effect on the Lackawanna about ten years ago. During all my employment I never suffered an injury nor lost a day's pay due to illness. None of my men have been hurt on the job, either. I am proud of that record. As I look back from my hillside home in Scranton, I do not recall a time when we even had a narrow escape, although there were many tense moments.

Our huge 250-ton wrecking crane, a steam-powered oil-burner built by Bucyrus, is based at Scranton but operates over most of the Lackawanna system. It is too heavy to run on some branch lines, and it has been borrowed, on occasions, by the Delaware & Hudson and the New York, Ontario & Western, neither of which owns so large a big hook. As a rule, nine men go out on a wrecking assignment—more, of course, if it's really important, such as the time forty-eight freight cars jumped the track near Buffalo. On rare occasions two derricks and more than three hundred men are needed for one job.

The wrecking train is coupled up night and day, ready for action. Until about six years ago, when it was dieselized, its engine was kept constantly

(Continued on page 54)



The Secret of Uncle Sam's Expand-able Arteries

The larger part, by far, of the great lifestream of goods that helps keep you and your country strong and vigorous flows through the nation's vital arteries of transportation – the railroads. And this is done with unique economy in manpower, fuel, and other materials.

Perhaps the most remarkable characteristic of these rail arteries is their inherent ability to expand their capacity more readily and with greater economy than any other form of transportation – particularly in times of national emergency. The secret lies in putting more tons in the cars and more cars in the trains.

But if the nation is to have the full benefit of these advantages, the railroads should have greater freedom to adjust their rates and services promptly – greater freedom to compete with other forms of transportation on an equal basis.

Association of American Railroads

Transportation Building
Washington 6, D. C.

TRANSIT TOPICS

by STEVE MAGUIRE

Steve Maguire

IT LOOKS as if those former Pacific Electric lines from Los Angeles to Watts, Bellflower, Long Beach, and San Pedro are going to be around for a while after all. Not long ago the California Public Utilities Commission refused the Metropolitan Coach Lines' petition to substitute buses for its electric cars, on the grounds that public convenience and necessity didn't justify such far-reaching changes.

Chambers of commerce, civic and religious groups, city officials, the man in the street had fought the proposed change. The petition resulted partly from the fact that MCL, which has operated rail passenger equipment since late 1953 over Pacific Electric tracks without charge, will soon have to negotiate rental rates. MCL contended that the rental would mean a financial loss, while conversion to buses would save nearly $900,000 a year in operating expenses. Even if rent were charged, with buses MCL would save over $500,000.

PUC engineers agreed that the changes would save MCL money, though considerably less than the company estimated, but pointed out that tests showed the big red electric cars maintained faster schedules than the buses were capable of.

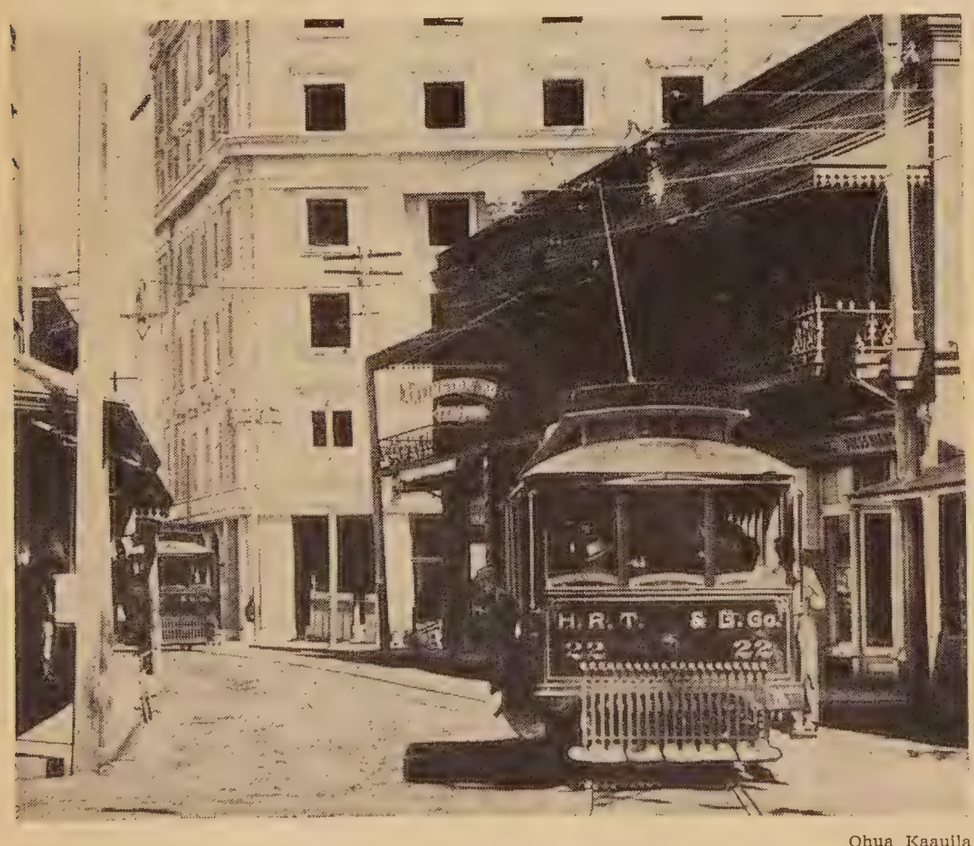
MCL had also proposed to pay part of the costs of paving certain streets inadequate for bus operation, but the Commission noted that nobody else had volunteered to pay the rest. Besides the Commission didn't know exactly what rental would be charged or whether MCL would pay it in any case. In short, the Commission agreed the company would profit, but not the public, and it didn't think MCL would be driven to peddling apples on street corners. Particularly since at the same time PUC authorized a fare increase.

PUC also recently granted the Glendale City and the Los Angeles Transit Lines' petitions for a fare rise, but denied any increase in school fares and the elimination of tokens. Single-zone fares have now risen 15 to 17 cents, plus 5 or 6 cents more for additional zones. Tokens, however, continue to sell at the old rate—seven for $1. PUC felt token and school fares to be justified and reasonable as they were.

Earlier PUC had ordered LATL, MCL, and the Los Angeles Board of Public Utilities and Transportation to show why the Commission should not authorize the conversion of LATL's F, 5, 7, and 8 lines, portions of 9 and W lines, and MCL's Los Angeles-Glendale-Burbank line from streetcars to buses, which it had granted sometime before. The Los Angeles Board had rejected the proposal, except for the substitution of trackless trolleys for buses on Alvarado line No. 41.

Stephen D. Maguire

Southern Iowa Railway 9 southbound on Milwaukee overhead to Moravia, Ia.



Ohua Kaauila

Old No. 1 at Hotel and Fort Streets on the Honolulu Rapid Transit, Territory of Hawaii. These electrics were later joined together to make larger cars.

A REGULAR READER, Allan H. Berner, PFC, Hqs. 7th Infantry Div., APO 7, San Francisco, now in service in Japan, tells us that he is amazed by the number of trolley lines still running in Japan. The only changes taking place there are the replacement of outmoded equipment with new cars and the substitution of pantagraphs for trolley poles on many lines.

AMERICAN JUICEFANS are not alone in their concern over the disappearance of unique, irreplaceable trolley lines. The unusual Llandudno & Colwyn Bay Electric in Wales, Great Britain, long a tourist attraction, has

E. A. White, BMT motorman, snapped this Third Ave. car on Nephron Park line, Bronx, N. Y.

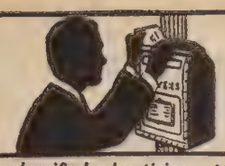
asked to abandon its 6½ miles of track between Llandudno and Colway Bay, on the grounds of decreasing traffic and increasing costs (where have we heard that before!), reports Francis B. Clough, Upper Colwyn Bay, Wales.

The L&CB tramway is the last privately owned trolley line in Great Britain. All others are municipally owned. It is also the last trolley or tram line—whichever you choose to call it—left in Wales (the Swansea & Mumbles is technically a railway and not a tramway) and the last 3-foot, 6-inch-gage line in Britain.

This most interesting line uses both open and closed cars, and the latter in many ways resemble American trolley equipment. Part of its route runs along the sea, and in sections the outer track has been washed away, leaving single-track operation. Elsewhere, it follows public roads and then runs through the fields on its own right-of-way.

The first hearing on the abandonment took place on January 26, 1955, reports Mr. Clough. However, even if abandonment is permitted, the company would not be in a position to quit before the end of September, at the earliest, so it appears that our friends in Britain will have one more summer to ride the L&CB's open-top cars.

No one objected to the change except the operator of a competing bus line, and everyone seemed resigned to the end of the electric cars. There had been some comment in the Bulletins of the Light Railway Transport League that the unusually wet summer of 1954 helped reduce the number of riders, but that was not brought out in the hearings. If buses are substituted, the L&CB had better not plan on carrying 2,697,994 passengers as it did in 1953. Those who liked to ride the open cars, the tourists and railfans, will never again visit the Wales seashore town. Once again, as has happened so often on this side of the Atlantic, passenger



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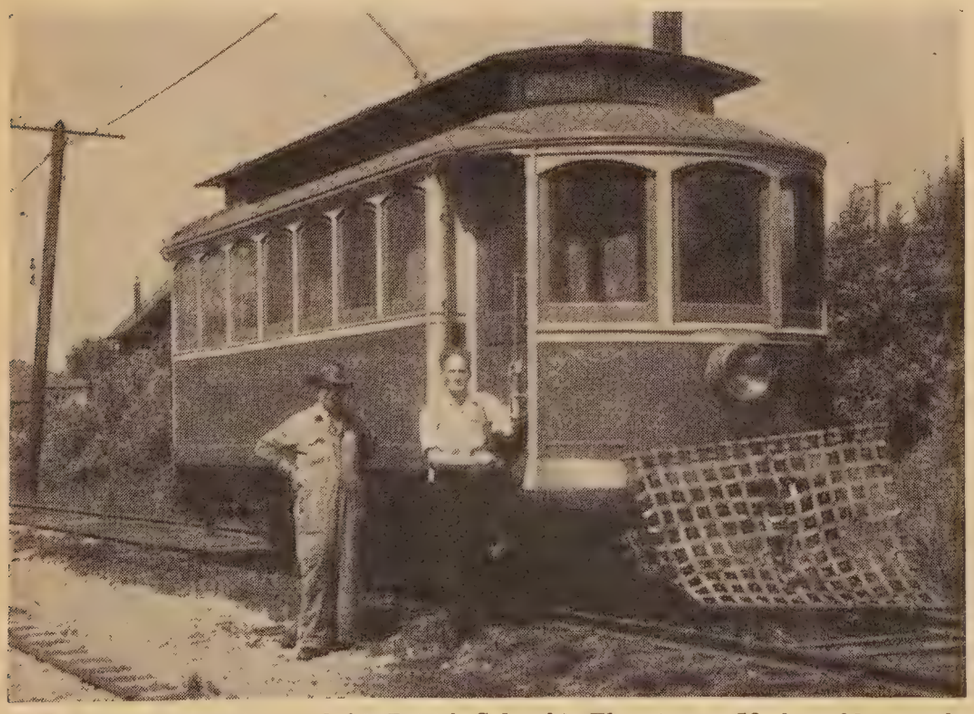
MORE CLASSIFIED ON PAGE 59

Stephen D. Maguire

Baltimore Transit 5645, one of last deck-roof cars in U.S., carried a group of fans over Edmonson Ave. last September, day after route 14 was abandoned.

Ira Swett

San Bernardino Valley Traction open car No. 17 at the San Bernardino, Calif., carhouse in 1908. As Pacific Electric No. 94, she was scrapped in 1925.



PGE Boosters recently saved this British Columbia Electric car, 53, from blow torch.

service will take a terrific drop, especially in the summer season, and the bus operators will be at a loss to explain it. In the end they will quit the whole business without even knowing what happened, and the public alone will suffer. Wanna bet?

ILLINOIS COMMERCE COMMISSION in effect authorized the abandonment, as of last March 16, of all but six of the sixteen passenger trains which had been in operation on the Illinois Terminal Railroad. Even these remaining six are on a trial basis, so it seems the IT's interurban operations will soon vanish forever.

FOUR NEW aluminum subway cars have been added to the group of 100 already operating on Toronto's Yonge Street subway, reports Harold McMann, Jr., 412 Dupont St., Toronto, Ont. Though more costly than steel equipment, the cars are much lighter, and the Toronto Transportation Commission likes them so much that they have ordered two more.

TTC rapid-transit service was interrupted for a short time on December 6, 1954, when condensation in train brake lines at a temperature of ten degrees stalled the trains. This is the same difficulty experienced two years ago by the Canadian National in its new Montreal suburban multiple-unit cars. Apparently many car builders don't realize the rigors of Canadian winters.

TWO MORE TROLLEY LINES of Boston, Mass., may fall by the way, if plans of the Metropolitan Transit are completed. The Watertown-Waverly-Arlington Heights line is being considered for bus substitution since there have been a number of accidents caused, not by trolleys, but by drivers who don't see the traffic islands on Massachusetts Avenue in Cambridge. The other line in jeopardy is the Elm Street-Sullivan Square route from Boston to Medford, over which the Eastern Massachusetts Street Railway cars once rolled to Stoneham, Mass. This line operates largely on private track, yet MTA uses high operating costs and efficiency as their excuse for considering the end of this high-speed line, according to Donald E. Bowdoin, 165 Arlington St., West Medford, Mass.

"HOW MANY TRANSIT LINES today operate freight service along their tracks?" asks Roger D. White, Rte. 1,

Box 55a, Maxwell, Texas. Kansas City Public Service, he says, has about eight miles of freight service on private right-of-way out of its Mill Street yards to Dodson, Mo., over tracks of the Country Club route No. 56 and Dodson No. 65 trolley lines. The service is for interchange mostly, though it also serves several industries along the line. Motive power is provided by two locomotives, No. 1, built by General Electric in 1907 for the Kansas City & Westport Belt Railway, and No. 2, also built by GE, in 1948. The latter does the work most of the time.

CITY BOARD of Los Angeles has instructed Pacific Electric to appear befor it to show cause why the road should not be forced to restore passenger service on the Santa Monica Air Line, writes Kenneth M. Harrison, 5871 S. Hoover St., Los Angeles 44, Calif.

The Santa Monica franchise run was given up by PE when the daily round-trip passenger car ended service on September 23, 1953. Since then the wires have been taken down and diesel freight service substituted. The line was not included in the sale of passenger franchises to the Metropolitan Coach Lines. If, as some believe, PE had no right to quit the service, then they will have to rewire the line, use a passenger motor car, or haul a trolley behind a diesel motor! The strangest things happen in Los Angeles.

IN THE DWINDLING STAGES of the British Columbia Electric service, British Columbia railfans are also taking their opportunity to obtain representative cars for permanent preservation and possible operation.

Ernie Plant, Box 40, Horseshoe Bay, B. C., tells us that the fan group, PGE Boosters, have acquired BCER interurban car 1311 and moved it to a location 3.4 miles north of Squamish on the Pacific Great Eastern line. It is complete and ready to operate, when and if the Boosters get the juice installed. Little 4-wheeled car 53 of BCER has also been acquired and is presently stored at the BCER yards awaiting plans for removal.

IOWA CHAPTER OF NRHS in its monthly publication *The Switch Lamp* sums up the present status of the lightweight interurban cars of the now-dieselized Cedar Rapids & Iowa City interurban line.

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Stephen D. Maguire

In the days of the cloche hat and the flapper, Everglades, Fla., had a three-mile trolley line, built by Barron Collier of streetcar advertising fame. Life was a daring thing then, and this vehicle was eccentrically propelled by a gasoline motor.

condition on the C&LE is nearly completed. No. 110 has been scrapped, while the rest of the ex-C&LE cars are still at Cedar Rapids. Car 111 is awaiting a buyer, 116 is going to the Branford railway museum and 118 to the Seashore Electric Railway museum. No. 117 is in bad condition and may be scrapped.

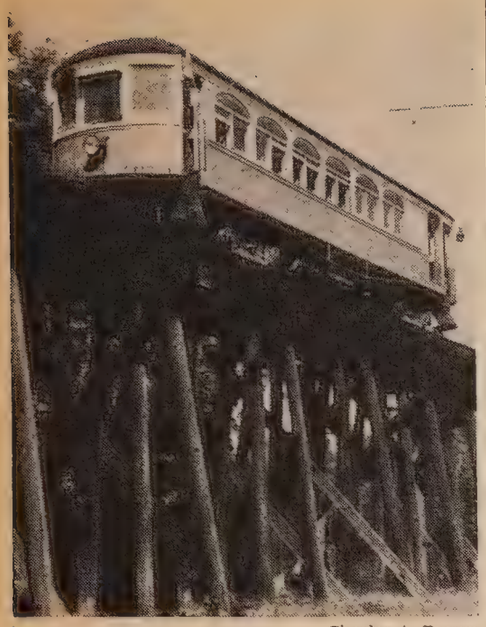
Car 120, ex-Indiana Railroad No. 65, we understand, is now at North Chicago, Ill., the property of the Illinois Electric Railway Museum, and is being restored to the old Indiana Railroad appearance.

HAGERSTOWN & FREDERICK, operated by the Potomac Edison Company has bought two sixty-five-ton diesels, built in 1944 for the U. S. Army, from the Union Railroad of Pittsburgh to replace its electric freight service on its lines around Frederick, Md., and on the long Thurmont run, reports Francis Tosh, Washington, D. C. The company scrapped its passenger service in February, 1954.

Another Maryland electric line, the 12-mile Sparrows Point route of Baltimore Transit Company, operated by

George P. Woodward, Jr.

Steam dummies, named after comic strip character of the time, the Yellow Kid, carried vacationists to New Jersey beach resorts on the Pennsy-controlled West Jersey & Seashore line. Route skirted sea coast between Atlantic City and Stone Harbor.



Charles A. Brown

Car 109 at the Iowa River bridge in 1941 on the Cedar Rapids & Iowa City.

Arthur Lloyd, Jr.

Sacramento City Lines open car 39 stops before California's capitol building.

Steven D. Maguire

No. 68 on Rochester (N.Y.) Transit's line near S. Goodman Ave. station.

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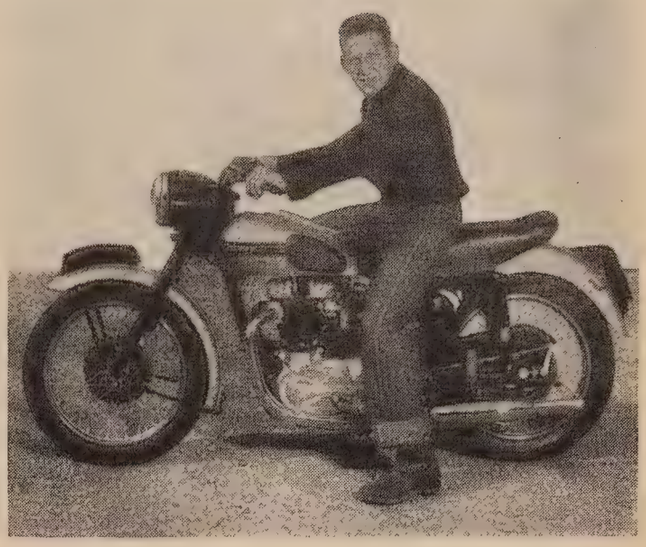

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PCC cars on private right-of-way, will give way to buses. Trackless trolley route 10, which connects the Sparrows Point trolleys with downtown Baltimore, will be replaced with a new through diesel bus route. Apparently, as far as the BTC is concerned, both streetcars and trackless trolleys are on their way out.

A LAST DITCH EFFORT by North Shore Line commuters and riders is now in progress to save the rail service on the route through the suburban towns north of Chicago.

Faced with an ICC decision that would permit buses to replace Shore Line interurban cars, the Chicago *Daily Tribune* commented:

"The cities are continuing to seek to have electric service continued . . . the city council of Chicago has directed the corporation counsel to keep the North Shore buses off Chicago's crowded streets if possible. The electric trains now bring the passengers into the heart of Chicago over CTA's elevated line.

"The Commission will be criticized, doubtless, because it found the Shore route was an inveterate loser on the basis of 1953 results. The previous Commission called the changing of crews at Howard Street, the major source of loss, and that practice did not end on the Shore Line until February 1, 1954. . . .

"Finally, the Commission will be under fire if it does not allow further proceedings because in 1953 it permitted reorganization of the North Shore company as the result of which more than a million dollars in cash was drained off into what was called a holding company, which was thus enabled to engage in other adventures.

"The public will wonder why, if there are annual losses which, unless halted, 'forecast the ultimate extinction of the carrier,' the stock of the holding company has more than doubled in price in the last year.

"So strong is the opposition in the towns to the introduction of buses on their crowded streets that an opportunity should be afforded the municipalities to seek other ways to operate the Shore Line route. Possibly the solution is a transit authority like the CTA which would be enabled to buy the Shore

Hugh Ballment

Birney cars 27 and 11 at North Bendigo, Australia, during an Australian Electric Traction Association fan trip. Doors are located on the left-hand side.

Line property at a price that it would yield as junk, if abandoned. Meanwhile, continued service would seem to be indicated while this and other means of meeting the problem are under consideration." ●

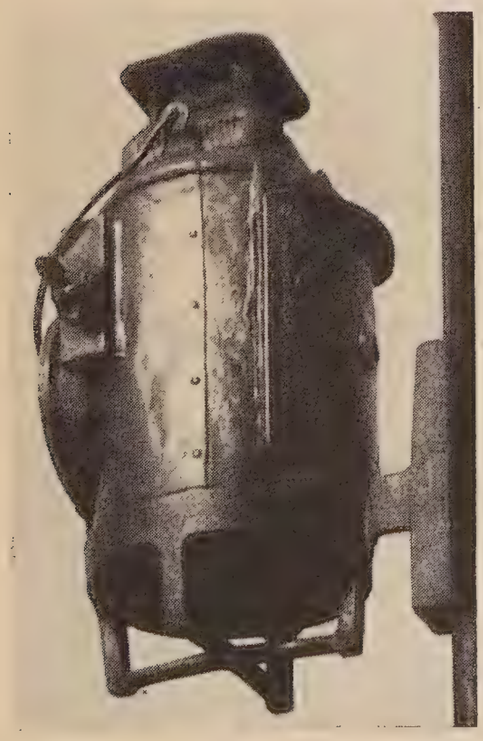
SEATTLE, Washington, one of the first large American cities to replace its trolley lines with gas and trackless vehicles is taking the lead in trying to obtain a strip for rapid-transit tracks in the proposed Seattle-Tacoma-Everett expressway.

The Seattle Transit System voted to ask that a median strip of fifty feet in the center be provided for "eventual use as a double-track rapid-transit service by the Seattle Transit System. . . . Our principal task," the board said, "is the movement of people, not vehicles. Operating without interruption of vehicles or cross-streets, it would provide a fast, safe express ride into the central district from the growing residential areas to the north."

"DID YOU CATCH the bad boner on page 58 of the March issue?" asks Stephen G. Rich, P.O. Box B, Verona, N. J. "You say the New York City subway opened with 'a little over nine miles of route, extending from City Hall to Broadway and *14th* St.' This happens to be less than two miles. The first route actually ran from City Hall to Broadway and 145th St. If I recall rightly, the northernmost station at that time was 137th St., though the tracks to 145th St. were in use for switching purposes and the station there was used as temporary terminal quarters.

"On page 42 of the same issue, your caption seems to suggest that the horse-car line pictured was called the '9th Ave.-Fulton St.-Broadway.' It wasn't. Those were 9th Ave. line cars destined for the terminal at Fulton St. and Broadway. This line ran down 9th Ave. and off into Hudson St. and West Broadway to the terminal. I rather doubt if the picture was taken at Gansevoort St. This must be a very early picture, by the way, for the 9th Ave. El is still under construction.

"David L. Joslyn forgot to point out in his cab-in-fronters article," Mr. Rich adds, "that the type became quite plentiful later on—as diesels, most of which have their cabs in front."



Roy White

Chicago Rapid Transit's elevated equipment in 1943 bore tail lights like this one.

Kent W. Cochrane

***Rowland Thomas*, one of two cable cars that ran on the famous Mt. Tom Incline Railway, Mt. Tom, Mass., years ago. Outside wheel was used for the passing track.**

Books of the Rails

AMERICAN RAILWAY SIGNALING PRINCIPLES AND PRACTICES: Chapter 1: History and Development of Railway Signaling, Signal Section, Association of American Railroads, 59 E. Van Buren St., Chicago 5, Ill., 167 pages, illustrated, $1.

HERE is the definitive history of American signaling equipment and practices between 1832, when the first "ball" signals were installed atop masts on the Newcastle & Frenchtown, and 1953, when transistors replaced vacuum tubes in safety-type carrier equipment on the Pennsylvania. The emphasis is historical rather than technical.

Everything remotely semaphoric, from signal systems and devices to car retarders and signaling economics, gets the once-over here, and with more anecdotes and local color than you'd expect to find in so scholarly a work. The Signal Section seems unaware, incidentally, that the Boston, Revere Beach & Lynn—not the Pennsy's South Fork branch—was the first road to use the telephone in dispatching, as early as 1879. It is discreetly silent on the railroads' persistent opposition to most of the developments it lists until safety legislation compelled their adoption.

Some excellent line drawings and poorly reproduced photos help to clarify the text, while a lengthy chronology finishes things off. Unfortunately, there is no index.

EARLY BRITISH RAILWAYS, by Christian Barman, Penguin Books, Baltimore, Md., 40 pages, 16 color plates, 75 cents.

A PLEASANT ESSAY on the impact of pioneer railways upon Great Britain. Landowners objected violently when railways cut across their acres, aesthetes decried the destruction of England's noble vistas, towns bribed companies to keep the iron road at a safe five miles' distance, and one engineer, who drew up plans for a new line, was censured by the Royal Society for compromising himself socially. But George Stephenson and the other giants of those days willed the railways into being and thus set a pattern for the world.

The 16 contemporary color prints, while failing to focus on motive power, are well worth taking a look at.

THE MIDLAND STORY, Chicago & Illinois Midland Railway Co., Public Relations Department, Springfield, Ill., 44 pages, illustrated, free.

A COLLECTION of 8½x10 photos of stations, motive power, rolling stock, and so on, together with a map and brief history of this prosperous central Illinois all-freight road.

SCOTTISH RAILWAYS, by O. S. Nock, Thomas Nelson & Sons, Ltd., New York, 214 pages, illustrated, $4.50.

THIS DETAILED ACCOUNT of Scottish railways includes a history and description of the various lines, locomotive types and performances, engineering and architectural feats, traffic control and signaling. Only the most devoted British railfan is likely to enjoy this book. But the pictures are another matter. Gaudy as American diesels, these Scottish steamers look strange to our eye, but no less interesting. Fourteen are shown in full color. The black-and-white photos are mediocre, but the line drawings, resembling mechanical department diagrams, are beautiful.

THE BESSEMER STORY, Bessemer & Lake Erie Railroad Co., Pittsburgh 30, Pa., 18 pages, illustrated, free.

THIS PAMPHLET details briefly the history of the B&LE and its predecessor lines, maps the route, lists the products it carries and the industries it serves, summarizes its motive power and other equipment, and eulogizes the country through which the B&LE runs.

THE ROMANCE OF TIME, by Brooks Palmer, Clock Manufacturers Association of America, Inc., 215 Church St., New Haven, Conn., 55 pages, illustrated, $1.

A HISTORY of clocks and clockmaking from the days of the sun dial. Railroads enter the picture occasionally as when, in 1883, they bring about the adoption, without benefit of government legislation, of the Standard Time System. An interesting and fact-crammed pamphlet, well illustrated. ●

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YESTERDAY

(Continued from page 42)

business had increased so much that the company agreed to defer abandonment proceedings temporarily and operate the Train to Yesterday, as it was becoming known, through the summer of 1954. Waddy and his friends set to work to drum up even more business.

Between June and September, 1954, business on the Silverton not only far exceeded all expectations but often the capacity of the train as well. Approximately 15,000 people made the trip between Durango and Silverton last summer. Since it had made no real effort to obtain any traffic, the railroad was properly impressed and decided to operate the train again during the summer of 1955. Just what the D&RGW will do if business continues to increase is anyone's guess, since apparently no additional narrow-gage passenger cars are available.

The Silverton Branch train will begin operations in June, 1955, on a tri-weekly schedule. Between July 4 and September 18, when regular operations will be ended for the year, it will run daily.

And so, thanks to the unselfish, often discouraging, and largely unappreciated work of Waddy, his wife, and their many friends, in 1955 the public will be able to relive pioneer railroading in the rugged, unspoiled Colorado Rockies, where the narrow-gage line crawls along the granite-walled canyon of *Rio de Las Animas Perdidas,* the River of Lost Souls. And not only the public, but the train crews who might not otherwise still be working on the railroad. What will happen in 1956 depends on how good business is this summer. Waddy's campaign to save the Silverton seems to have no end.

THERE JUST ISN'T anything comparable to a day's outing on the Silverton. The forty-five-mile line runs through the San Juan country in southwestern Colorado, and its mountain wilderness is about as spectacular as you're likely to find anywhere in America. The trip takes all day, with about seven hours of narrow-gage travel and two hours layover in Silverton, a picturesque old mining town, surrounded by towering mountains.

It'll take a little trouble to get to Durango, the southern terminal of the Silverton. Ironically you can do this by auto or bus or airplane, but not by railroad, for several years ago the D&RGW discontinued its only passenger connection with Durango—the narrow-gage line from Alamosa which is still in operation for freight only. Even before the trip starts the railfan will find plenty to interest him. The Durango yards, for instance, are filled with a lot of rare narrow-gage equipment and you'd be wise to get photographs of all you can.

Be sure to purchase your tickets at the depot at least an hour before train time—they come to around three dollars. The train holds around 260 passengers, and when enough tickets have been sold to fill the train to capacity, no more are available until the next day. Besides, if you get your tickets early enough, you'll have time to inspect the train before it departs.

At the head end is a sturdy little 1923 Alco 2-8-2 of the Rio Grande's 470 class, and behind it a standard red caboose, which serves as the conductor's office. Its cupola is the mecca of all the small-fry on the train. After the caboose comes a real antique, an open platform combination car dating back to 1878, followed by several open-platform coaches from around 1880, together with a few cars which were modernized in 1937 by the installation of new seats and the addition of vestibules. At the rear of the train is a real collector's item—the little parlor car *Alamosa,* the last of its breed.

The train moves slowly, and with open platforms and open car windows it's perfectly suited to those who want to take pictures or simply look at the incomparable scenery for which the line has always been famous. The magnificence and grandeur of the route, which climbs from 6520 feet above sea level at Durango to 9300 at Silverton, is beyond description, so you'd better take a lot of photographs. Incidentally, if you miss any pictures on the outbound trip, you can usually get them on the return. Or even better, repeat the trip the next day. You'll be surprised at how much you missed.

The train emerges finally from the canyon of Las Animas and whistles to a stop at Silverton, the end of the line, where at the Grand Imperial Hotel an excellent "Train Lunch" is waiting. When you're through eating, you'll have time to take a look at the hotel's fine historical museum or wander through the streets of the quaint old town before boarding the train again for the run back to Durango.

But 1955 may mean the end of operations. Upon you—upon continued and increasing public support and patronage will depend whether the Silverton's Train to Yesterday is to run again not only tomorrow but next year as well. Why not come along for the ride? ●

WRECKING MASTER

(Continued from page 44)

under steam. Formerly the shop whistle shrieked a wrecker call. Today, a dispatcher picks up the phone, and the crews come running. You stop whatever you may be doing and you board the train for an exciting run.

The Lackawanna keeps smaller big hooks in readiness at Elmira, Port Morris, and Hoboken for run-of-the-mill assignments.

I recall two occasions when the company hired free-lance divers to assist us in recovering equipment from the Delaware River, once at Blodgett Mill and the other time at East Stroudsburg in the Pocono Mountains. The Blodgett Mill wreck occurred about ten years ago. Upon reaching the scene, the first thing I did was to study it. Then I brought my cables from the train and decided what kind of hitch would be most effective. While waiting for the diver to arrive with his boat, I got the rest of my equipment ready and tested out on the wrecker locomotive how to make the right hitch.

The diver had to attach the cable under water and I showed him how. By means of a phone system set up on the derrick car, I would issue orders to my men. We began by pulling a car out of the river. Then we lifted the sunken locomotive. She was smashed so badly that she could not be used again, so we burned her apart

with blow torches, loaded the steel segments on flatcars, and hauled away the dismal relics for scrap. The submerged car also had been destroyed beyond repair. We broke it up on the spot.

I learned what had caused the accident. A car on a freight train had burned off a journal, as a result of which seventeen cars were derailed, eight or ten rolling into the Delaware. At that point the river runs on one side of the track, with a high bank on the other side. It was difficult terrain for our purpose. We couldn't swing the derrick around. Instead, we side-pulled her, which took more time. Cleaning up that mess took five days.

THE OTHER WRECK where we used a diver occurred near Delaware Water Gap. A New York express, rounding a curve at high speed, jumped the rails. Locomotive No. 1136, the baggage car, and an empty milk car dove into the river, breaking the knuckle that connected them with the rest of the train, which thereupon ran up the track a short distance. The engineer and the fireman went to glory. Their bodies floated down the river and were recovered later. No passenger was even hurt.

It was a grim sight. The engine and milk car were within a foot of being totally submerged. That was the ugliest wreck I ever handled. The engine had left the rails without ruining them and swept a couple of telegraph poles down the embankment along with her into the swirling water, causing a bad tangle of wires. We had to put out riggers to block the derrick and keep her from toppling over. The entire job required about two weeks.

Thousands of curious people stood around watching us, but they did not interfere with our labor because they were located on a public highway above the track. Usually, we depended upon our railroad police to keep spectators out of the way—and shoo off photographers.

Our train included a boxcar remodeled into a diner. A cook from one of the passenger dining cars goes out with the wrecking crew. We also had a tool car, a cable car, a sleeper, a car that carried oil for the big hook, and the flatcar that bore the derrick. No regular crew was assigned to us; any crew men could be called for the emergency. Before leaving the yard, we would make sure that we had plenty of supplies and material to work with, not forgetting our portable electric floodlights for night use.

Fortunately, with modern safety measures and devices, there are fewer wrecks today than there were when I began railroading. "What causes train wrecks?" you may ask. There are too many causes to list here. The main ones are something breaking on a car, track defects, and excessive speed. Although my work was hazardous, I don't think I ever worried about getting hurt, but my wife often did. A wrecking master's job is a lot harder on his family than it ever is on himself.

People ask me: "How do the members of a wrecking crew spend their time on duty when they are not actually out on the road? Do they sit around like city firemen waiting for disaster to strike?"

Indeed, they don't. We were kept busy at car-repair jobs. At times we would engage in the heavy task of dismantling a bridge or a turntable (but when a huge structure like a water tower or a coal chute has to be dismantled the job is done by a regular contractor). On one occasion the company took the roof off a shop building and we lowered a large machine into it.

As I stated, we were subject to call at any minute of day or night. I have two phones in my home, one placed beside my bed, the other in the dining room. That state of affairs interfered not a little with my family life. For years I didn't even go to a movie show with my wife. I don't see how she put up with it. In the old days of silent films, however, a picture show would be halted temporarily while a call for one or more railroad men in the theater was flashed on the screen.

My phone is silent now. Silent, that is, except for a few social calls and a little business with local tradesmen. Never again will it wake me up from a sound night's sleep to go out on a wrecking train. I wish it would. ●

MEN PAST 40

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RECTAL COLON
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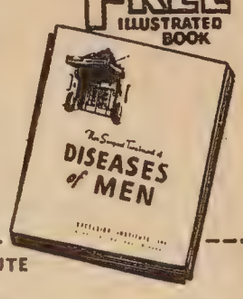

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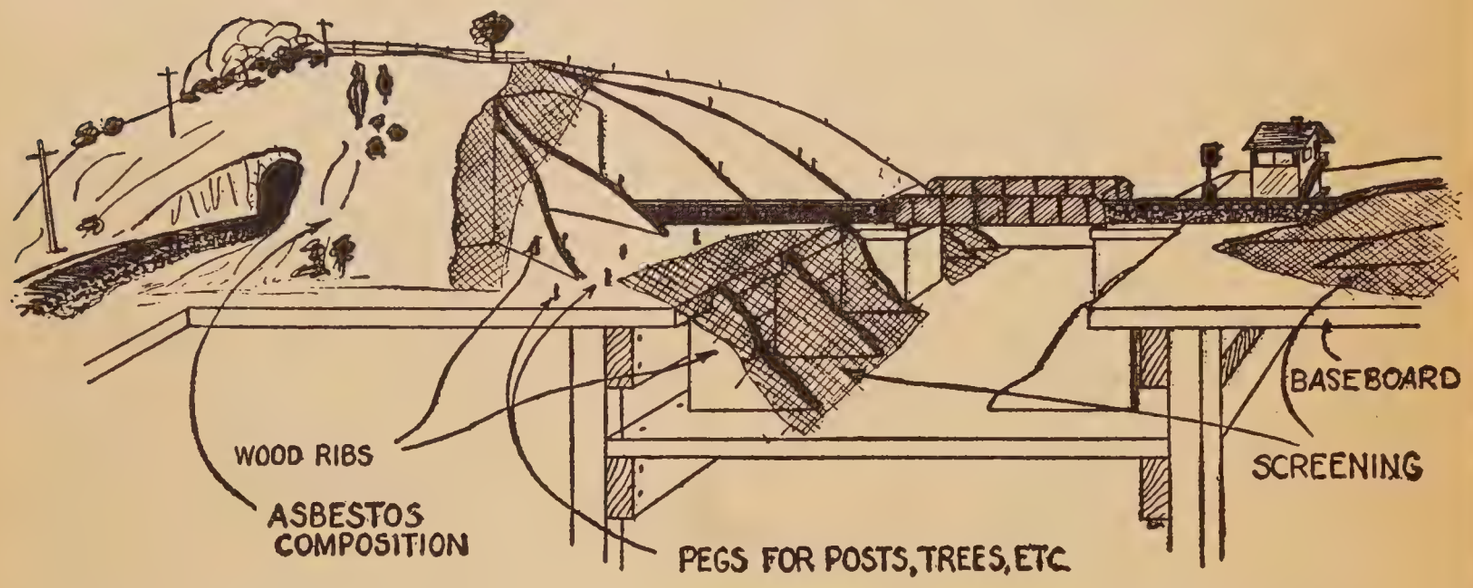
HOW TO BUILD YOUR SCENERY

by PAUL N. WHITE



You can depress the main level of your layout to form valleys and use wooden ribs to raise hills above it.

BUILDING scenery for a model layout not only provides hours of genuine pleasure but also does more than anything else to make your railroad look like a real railroad. Yet the average fellow who goes to the trouble of building a top-flight layout will shy away from plaster, shrubbery, trees and coloring. Most of them will tell you that you've got to be an "artist," which they aren't, and so they spend as little time as possible, slapping a few things down here and there and let it go at that.

Actually, scenery is no harder than laying good trackwork. The only difference is that one is mechanical and the other a little imaginative. There are a few tricks, of course. What you are going to attempt to do is copy from nature. But you don't really *copy*. What you strive for is an overall "effect"—often using the materials you'd least expect. For instance, when you want a rock outcropping, real rock somehow doesn't look real in such a small scale as HO. But cork or bark, properly colored, does. In the Plywood Empire Route everything is scaled down in size, but you cannot scale the texture of materials. The grain of wood is the same in a real box car or a 5-inch model. That's also why dirt looks too coarse and granular when used "as is" on a layout. The thing to do is to sift it through a very fine mesh screen. Each granule is smaller then and looks more true-to-life.

The materials you'll need are available almost everywhere at a very moderate cost. First, decide where you are going to have your embankments, retaining walls, rock ledges, grass sod fills, and so on. Many of these features will be determined by the track plan and placement of track to surrounding objects. There are many ways this can be done, and that's why, if we could take a look at all the Plywood Empire Routes being built, no two would look exactly alike. Wire screen is best for supporting plaster work. It's cheap, pliable and can be quickly tacked down. Ordinary galvanized screen will do; second-hand pieces are okay but don't use the coarse ¼-inch mesh variety. It is too hard to form and shape, and too much plaster settles in the wide mesh openings. Regular fly screen is ideal.

When it comes to plaster, probably as many "secret" formulas are being used as there are model railroaders. Everyone has a pet mixture, and today I use nothing but Textone, put up in 25 lb. bags, made by U. S. Gypsum, and sold in paint stores. Textone won't crack or shrink, and you simply mix with water and apply. The result is a smooth, white surface that takes excellently to colors. Textone dries overnight so that, unlike Plaster of Paris, you have ample time to work with it before it sets.

If any slope is steeper than 45 degrees it must either be rock or a concrete retaining wall. The slope at the wye, which is about 40 degrees, will be covered with the earth and grass typical of most fills. I used small tacks to tack down the screen after cutting it to shape with tin snips, but since I bought myself a stapler. This cuts scenery work in half. You can hold the screen to its proper shape and position with one hand while stapling it down with the other.

Next, pour a quantity of Textone

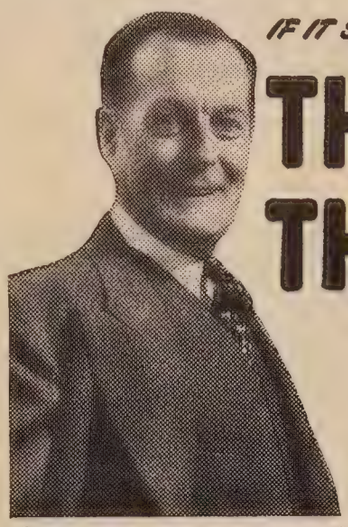
into an empty coffee or cracker can—don't make up too much at one time—and mix with water, pouring in a little at a time. When the plaster has the consistency of mud or heavy dough, keep on mixing for several more minutes. If it gets thin and watery from an excess of water add more powder until it thickens. Your first job is to get gobs of plaster on the screening. For this I use a medium-sized putty knife. Cover the area roughly with plaster about a half-inch thick. Now, insert any rock formation you intend to use. A piece of tree bark pressed into the plaster simulates rock outcropping well. Shape the plaster with a small spatula or kitchen knife so that you get flowing contours or a rough, broken surface. Give it the finishing touches with a brush and small hand tools. A dry brush will give you rough lines and is excellent for shaping cliffs and around rocks. A wet brush gives you smooth lines when you want to level off harsh bumps, edges, or hollows. Use screw drivers and narrow chisels to carve grooves, erosion gulleys or sharp formations. Finally, plant small twigs or imitation trees by forcing them into the plaster, and let everything set overnight. You may find moisture collecting on the surface as it hardens, but this is being forced out as the plaster dries.

After plaster has hardened, the embankment is ready for the final "natural" touches. I use sawdust sifted through a fine screen for grass. First, paint the plaster green so that the white doesn't show through if the sawdust is marred or chipped off, and give it a coat of Franklin or resin glue. Sprinkle the sawdust over the glue and pat it down firmly with your hand. When the glue is dry, remove the excess sawdust with a vacuum cleaner, and start the coloring process. For this use casein paints, which come in small inexpensive tubes in a variety of colors. Get three or four shades of green for grass. For earth colors you'll need raw umber, burnt umber, yellow ochre, burnt sienna, and raw sienna. If you plan to have a stream or brook, you will need several shades of blue—ultramarine and Prussian blue, and so on. Take a small Dixie cup, squeeze a few inches of paint from the tube, add water until you get the consistency of milk. Mix up two or three shades of green, then apply each color with a brush to the sawdust. You merely have to touch it and the colors will leap and spread quickly. Now take another color and apply it to the next area so that it will flow into the one already applied. In this way you can blend a variety of shades together which is far superior to a one shade grass area. Paint rock outcroppings by blending three or four colors using the umbers and siennas with a few touches of gray here and there.

There are times when rock chips, or gravel, can be used successfully to achieve a rocky terrain or small outcroppings of underlying rock ledges. We used this method in the small triangular space behind the upper level wye switch. You may find this area rather difficult to scenic. Like the corners of any layout it is one of those spaces which is hard to account for in model practice. One way to make this space usable would be to build a small switch tower adjacent to the wye. This would be prototype in practice, and it would service the switches there.

Other spots usually difficult to terrain in model work are those where the

IF IT SLIPS... IF IT CHAFES... IF IT GRIPES... THEN



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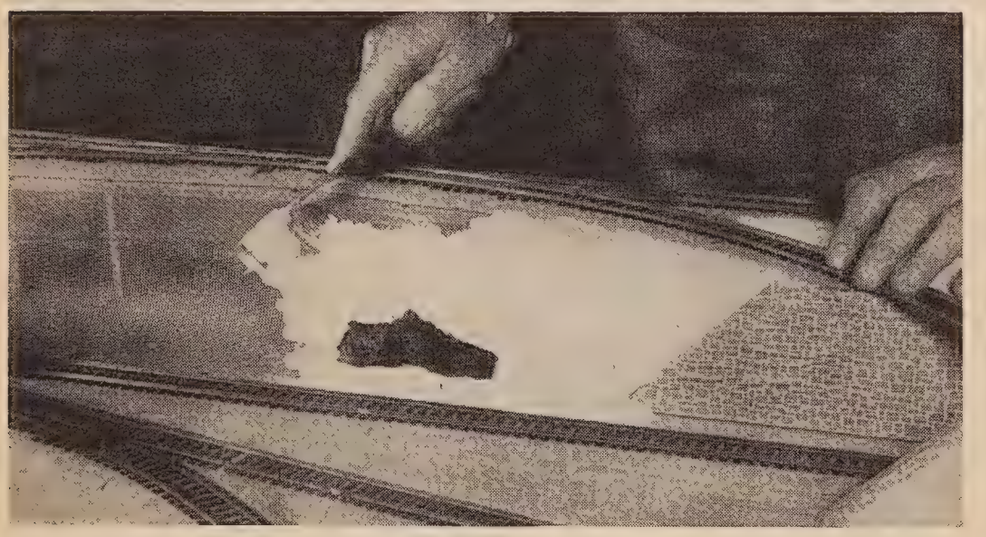
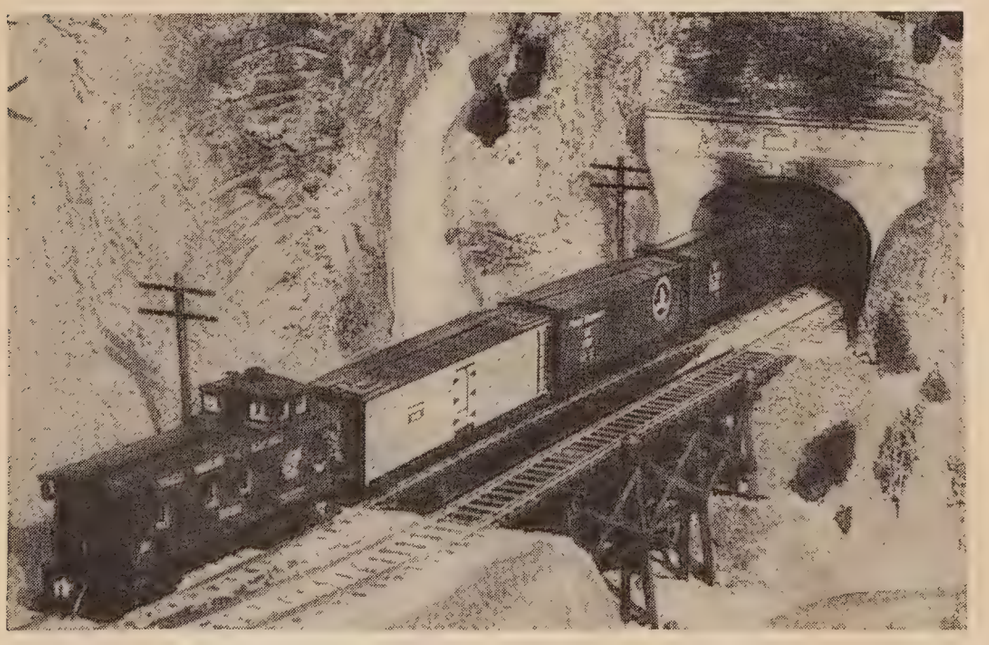
After being cut to shape, the wire screening is tacked down at the wye embankment.



Apply plaster unevenly, about half-an-inch thick, over the area to be covered.



Realism depends on the trick of scaling down texture of materials as well as size.

main track on the lower level begins to ascend the grade to the upper level—and the curved portion of track adjacent to the turntable. You could use either a concrete retaining wall or rock cut formations. Either looks fine, and both are quite simple to execute. I inserted small pieces of cork under the upper-level plywood in order to get a vertical cut rock effect. I managed to pick up a second-hand life preserver and, after ripping it apart, cut it into long blocks with an ordinary hand saw. I then broke the blocks in half in order to get a rough, broken rock-like edge and finally sawed these pieces so that they formed a close fit between the upper and lower levels. This was done completely around the curve, from tunnel portal to portal, and later painted with raw umber and burnt sienna, touched up with greens and grays so that they have the appearance of a natural rock cut.

It is with the flat surfaces of the layout that most model railroaders lose their best chances for realism. Usually they paint the level plywood surface, or glue cinders or sawdust down, and let it go at that. The result is a level yard without any ruts, hills, or natural gradient differences. This gives a "tinplate" look to your layout. The best way to get an uneven terrain is to use Textone plaster, but while it usually sticks to small areas of wood, it will pull or chip away in large areas. Use a wire screen foundation. Before tacking down the screening, roll it into a ball to kink it as much as possible, then unroll it and smooth out the worst bumps and tack it into place. In this way you will get small humps, ridges, and bumps without the tedious work of tacking down small filler blocks of wood or cardboard. After the screen is fastened into place, don't be disturbed because you can press the little bumps down easily with your hand. Once the plaster hardens, the surface gets surprisingly hard. Only by putting your full weight on the screening will you be able to break through. After plaster has hardened in the yards paint it any dark color, black or raw umber, give it a coat of glue, and sprinkle Sportco cinder-yard ballast or some sifted earth. Sportco is an excellent, fine aggregate which will give your yard a black, sooty appearance. Touch up ridges formed by the wheels of the teams and trucks with dark browns and glue down small pieces of lichen here and there to simulate shrubs and greenery. ●

THE THIRD TRICK

(Continued from page 31)

of swift minutes snatched and crammed into train orders and inked in their columns on the train sheet. The elusive cadence of far-distant wheels storming the night refused to take hold.

And then, after his day off, it came back to him like an old melody, and that midnight he squared up to the long table with his old confidence. The image of headlights sweeping the lonely darkness fell into a pattern, and, henceforth, he measured the minutes with an even hand. He had caught the rhythm of high-iron traffic, and he remembered the way each engine should perform, the conductors' quirks, the temperamental strength and frailty of the engineers.

Most of the oldtimers were still on their old jobs at the east end train-order stations. They cheered at the sound of his voice on the dispatcher's wire, but they considered he'd lost his boomer status by returning to the dispatcher's table. "Next thing," howled old Jasper Hunt, at Topaz, "you'll be wearing a brass collar and smoking two-bit seegars," The brethren of train and engine service dropped in with a word of greeting and a smile of welcome in their eyes.

Eddie was promptly aware of events as they developed, out there on the 130 miles of single track that made up the district before him—from facts and stray fragments reported on the wire, from the constant babbling of the Morse sounders on the table, and from a certain knowledge of the characters who ran the trains.

Smoky Spots, a long-time fishing companion of Eddie's showed up, by name, on the Morse and the talking circuit. A feud, which Eddie unraveled as it went along, flared up between Smoky, the hogger on Number 532, the *Huckster,* and his skipper, Winn Sullivan. There were ninety-nine freight cars, end to end, separating these two valiant railmen, and the *Huckster* was proceeding eastward at a speed that shaded par for the district. This was before radio communication had been installed between cab and caboose, and they disputed in installments, by telegraph.

Winn Sullivan dropped a butterfly —a message—from the rear bottom step of his caboose at Torena as the *Huckster* went by in a cloud of dust. Winn had received a shock, his thoughts were somewhat confused, and so he neglected to ballast the butterfly with a small stone, or a bit of lead strap from a track torpedo. The telegram took in after the *Huckster* in swoops and spirals the instant Winn released it, and the op on duty had to chase it by the light of his electric hand lantern for two-hundred yards down the main track before it nose-dived and hung up on a tall weed.

The message was to his engineer, to be sent to Mica, the next station beyond, on the Morse, and hooped up to Smoky on the head end of the *Huckster* as he went by. Winn had sustained a blow on the head at Marella that he felt certain had resulted in a concussion, and he blamed Smoky for it.

Smoky was crowding the speed limit wherever he could. He was scheduled to take a three-day fishing trip up river with some of the brethren, leaving early that morning, and he had called earlier from a distant desert terminal and asked Eddie to get him over the road so he wouldn't be left behind when the brethren hit the road for camp. Eddie had promised to do his best. Smoky was dead set on making the excursion. The big ones were biting at their Three Butte camp and there would be the nightly poker game, which was fully as important as the fish. The brethren had nicked Smoky thirty-five bucks in their last series, and he felt he was due for revenge.

He had made a quick job of the switching operation at Marella, but he wasn't careless. The brakeman fouled him up with some capricious lantern signals as he came back on his train with twelve extra-gang outfit cars to round out the car limit. When he made the joint, it sounded like the beginning of the next war.

The shock became cumulative as it raced down the length of the ninety-nine cars to the caboose, where Winn was doing paper work at the let-down desk. At the impact, Winn's chair dived for the open doorway. It caught on the jamb, tore off a leg, and plas-

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tered Winn all over the crummy wall.

Winn's feelings were outraged, more than anything else. Nobody could abuse him. A hogger, in safety nearly a mile away, who roughed him up, had to be dealt with immediately. The message to Smoky which he dropped off at Torena read:

Don't forget there's an occupied caboose on the hind end of the *Huckster*. When you came down to a joint at Marella, this crummy jumped two feet off the rail, and I got a bump on the head that feels like it's addled my brain. Now you're tearing up the railroad. Me and Hank have got no safety belts, so we got to hang on with both hands and two feet on the curves. If you don't slow down to the lawful speed I'm going to pull the air on you.

Eddie listened to it on the Morse, and grinned. Smoky's fishing trip was threatened.

Smoky picked up the message at Mica, read it, and considered his position. If he slowed to a moderate pace, he was sure to miss connections with the Three Butte's caravan. But Winn could be stubborn when angered, and he would certainly make good his threat, if Smoky maintained his present speed. Smoky tried deception. He slowed noticeably to lull Winn's wrath, then picked up his speed again gradually.

EDDIE caught another act, the opposite of Smoky's, coming from the other direction. Abe Oliver, the skipper of the *Honkey Tonk*, westbound dead freight, was dragging his feet. Abe didn't like the dead-freight run. The *Honkey Tonk* went in the hole for all the rest of the railroad, besides doing a disagreeable amount of switching. Usually Abe ducked a call for her, but this time she came in so late that her regular schedule was annulled and she ran as an extra. Extra 6160 West. Abe didn't know until he got to the yard office it was the *Honkey Tonk* he had accepted a call for, and then it was too late to escape. This curdled his disposition entirely.

He was an hour and twenty minutes getting out of the terminal yard. He took an hour to do ten minutes work at Stacoza. At Pilot, Eddie put him in the siding to meet Second 616, so Abe took twice as much time to pull out and leave town.

Eddie kept a bleak eye on Abe. He had to make long guesses in fixing the *Honkey Tonk's* meeting points against opposing traffic. When Abe crossed him up on one, Eddie began to smoulder. He ordered the *Honkey Tonk* into the hole at Coptic for the third section of 616. Abe retaliated. He dallied into the clear and fogged the block lights on the opposing train.

Eddie sent him two messages at Coptic. One upbraided him for wasting time and delaying other trains. The other simply stated: *Third 616 does not carry signals.*

The first enraged Abe. The second caused him to note when Third 616 went by that she did not as a fact, carry green signals, and then he let that fact sink out of sight in his unhappy mind.

At Bracken, Abe pulled the air on his engineer, stopping between switches, walked half the length of his train to the telegraph office, and came in on the dispatcher's phone himself.

"That hogger of mine" he muttered into the transmitter, "would've gone right through town if I hadn't stopped him. We got right over Fourth Six-Sixteen to here, and that's all. Where's he at?"

"There is no Fourth Six-Sixteen," Eddie said.

"You gave me an order that says I got right over him to Bracken," Abe said, sounding somewhat exultant, "and that's where I'm at now, waiting for him."

"You received a message from me warning you that Third Six-Sixteen carried no signals, and I hope you verified the fact when she went by you. That being the case, you should know there's no other section following."

Abe breathed heavily. "Yeah, I looked. But mebby the ashcat forgot to put 'em up. It's been done."

"That isn't any of your damn business," Eddie said sharply. "If she carried no signals, that clears you. You've got the railroad coming to a standstill, the way you're acting, so you'd better get on your bicycle and get out of there."

"You can't run trains on messages," Abe stated. "It's got to be train orders. I know my rights. If that fourth man ain't on the railroad, I've got to have an annulling order. I'll set here till I get it."

The circuit picked up the heat in Eddie's voice. "Look, old-timer. I can't annul a train that doesn't exist. You'll sit there till you get flat wheels if you wait for me to do it." And then Eddie took a potshot. "Your train is no doubt standing on the main track. If you're operating on the theory that there is a Fourth Six-Sixteen why aren't you in the clear to let her by? Your rights against her expire at Bracken, Oliver. You told me so yourself."

Abe's grunt sounded as if he'd taken a body blow.

"Look old-timer," Eddie shot the other barrel. "You can give the rest of your reasons for stopping there to the trainmaster. I'm not interested, but he sure will be."

Abe sputtered a moment, and hung up.

Jasper Hunt, at Topaz, came on the wire. "Old Abe sure took that one hard," he chuckled. "What happened to that Fourth Six-Sixteen, Eddie?" he asked.

Eddie subsided. "After they'd put her on the lineup," he explained, "they found they didn't have crews to run her on schedule, so they left the green off the third one when they started her out." Eddie sighed. "I sent Abe that message so he wouldn't overlook his hand, and for that he tries to hang one on me."

The Bracken op reported Abe out five minutes later.

Eddie caught Smoky's reply to his skipper's protest. Smoky dropped it off at Carbon, and it was sent ahead to Madeline and hooped up to the *Huckster's* caboose.

Your brain was addled before you got that bump on your head at Marella. But don't let it bother you. I'll take care of everything. I got a deal cooking and if I get in late I'll lose out on it. You leave it to me and I might even cut you in on it.

Eddie saw by the sheet that Smoky was making top speed again. Those two were separated by about the right amount of distance to intensify their affray and keep it going without bloodshed.

Winn's reply dropped at the next telegraph station, read:

Do you think you're running a roller coaster? You made a whipcracker out of this crummy going around Sun Dust curve. Hank was tossed out of the cook loft and lit in the coal locker. I felt it coming, and all I got out of it was a skinned nose. If you don't slow down, me and Hank are going to eat at Topaz before we set out the twelve outfit cars there, and we'll take a full hour to do it. I don't give a hoot about your deals.

Winn could be as exasperating as a crick in the neck. Smoky eased the throttle and took a bearing on his watch. He had a time wait at Topaz against 377, a hotshot manifest, and he'd figured on making it for a meet. But if he let Winn restrict him, he'd have to take the hole at a blind siding this side for the meet. And this would delay him too much. He'd miss his brethren and the big fish entirely. And that made the thirty-five bucks they'd nicked him of seem like a first mortgage.

Smoky decided to chance making Topaz. Hull, his head brakeman, owed him money. He could talk Hull into passing up the grub, and they would set out the outfits while Winn and Hank fed their homely faces. He rechecked his calculations, widened the throttle an inch at a time, and watched the air gage pensively for a sign that Winn was going to brake him down from the caboose. The needle held. Winn would take his revenge at Topaz.

Eddie had put out that wait on the manifest, just in case Smoky could take advantage of it. Smoky was a fisherman and poker fan, but he was a railroader first, and he wouldn't risk delaying the hotshot if time ran out on him. But Abe Oliver broke up the combination.

SMOKY came up along the dunes approaching Topaz in time to make it into the clear ten minutes ahead of the hotshot's due time. He'd figured it close and got the right answer. He added a salute to Eddie. That lad could make 'em fit tight if you worked with him. Winn and Hank could eat their heads off, but he'd still wet a line by noon. It showed his luck was in.

The emerald block light in the vast dark ahead signaled a clear track to Topaz. Smoky smelled river smells and wood smoke and frying fish. But his eyes remained on duty. The block light suddenly turned yellow, and the one beyond red. Smoky's mind snapped back to reality. The line wasn't clear to Topaz. Smoky shut off sadly and began to slow his train.

"Now what," he said, "do you suppose is in there?"

Hull stared glumly at the red warning. "By the orders we've got, there ain't anything that near us. Mebby it's only a short circuit, and the signal maintainer will get it before I have to flag through."

Smoky had her all tightened up so he could stop with the driver brakes as they came down on the peremptory red signal. Hull had his lanterns in the crook of his arm, and fusees stuffed into his backside pocket, ready to walk through the block ahead of his train. He was halfway down the ladder when the red eye flashed green.

Smoky blinked hard to make sure. "Somebody just got in the clear at Topaz," he said, "and that don't add."

Hull came back up the ladder. "There can't be any train at Topaz now," he insisted. "It don't show in the orders."

But there was a train in the clear at Topaz. The *Huckster* rounded the dunes and pulled up at the passing track switch. The Topaz yard was alive and crawling, and there was the smell of doom in the air.

The house track was blocked with cars, shutting the station off from the main line. There were eight outfit cars at the stub end of the corral track. A cut of cars filled the rest of the siding and overflowed seven cars onto the passing track. The engine that had hold of the cut had just nuzzled up to the outfits. She panted sulkily and displayed her indicators in lights: X6160.

Hull drew a shuddering breath. "That's the *Honkey Tonk,*" he moaned. "How'd he get here when we've got a meet with him at Arena?"

Hull got down and opened the switch. Smoky headed in and rolled slowly down to the seven cars which protruded from the corral track and blocked the pass. Smoky estimated he still had thirty cars and the caboose hanging out on the main track. He blew out a flag.

Winn came up from his caboose, and Smoky boosted himself over a

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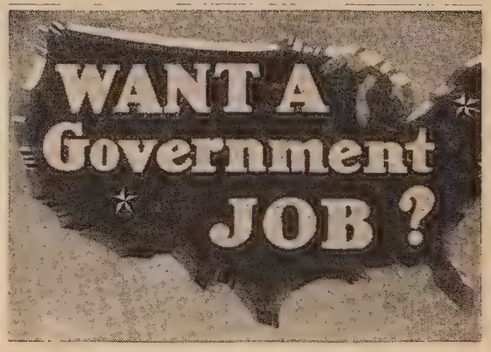

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pair of drawheads between two cars in the string that filled the house track. They met at the station door. Abe Oliver was already in the office when they entered. It was a lively meeting. Winn and Abe immediately began batting remarks at each other.

Jasper Hunt, the op on duty, gave Eddie a run-down on how things had got so fouled-up, interrupting himself to laugh and add his own lurid commentary.

Eddie had sent Abe an order at Bracken to let the manifest around the *Honkey Tonk* at Arena, the first blind siding east of Topaz, and to remain there to meet the *Huckster.* Eddie figured that Abe would continue to kill as much time as he thought he could get by with, eventually getting in the way of the manifest and delaying her. Besides, Eddie foresaw that Abe was sure to blunder into a jackpot if he wasn't kept out of it. So he decided to stow him in the siding at Arena to keep him out of the way of these other two trains.

But you couldn't figure Abe that night. Eddie's rebuke had maddened him, and the order that gave the manifest a runaround destroyed his reason. That order not only directed him to take siding for two more trains, but also allowed the conductor of the manifest to go into terminal ahead of him. Under the rule of first in, first out, that skipper would be called out ahead of Abe on their next eastbound trip.

Abe blindly tried to make the rest of the run in passenger-train time. He tramped on his brakemen and made them get the lead out. He rode the engine and needled the hogger into making a hotshot run. He passed up a job of switching that had been assigned to him. In short he saved a good deal of time and crossed up Eddie's calculations again.

The *Honkey Tonk* stormed up to Arena twenty-two minutes before the manifest, coming up from behind, was due. From the orders he had, he knew the manifest would meet the *Huckster* at Topaz, or beyond. Abe had a sudden flash of madness. He decided to go on to Topaz against the *Huckster,* on the manifest's rights, and he bullied his hogger into doing it. Instead of heading in at Arena, the *Honkey Tonk* went by that desolate siding like a gust from a storm.

In his delirium, Abe had assured himself that he could set the better half of his train on the team track at Topaz, then double the rest through the passing track, and pull it into the clear on the corral track, leaving the pass open for the *Huckster,* and the main line for the manifest.

RAILROAD BUM

HANGIN' 'round the water tank,
Waitin' for a train,
A thousand miles away from home,
Sleepin' in the rain.

I hikes up to the brakeman
To shoot a line of talk.
He says, "If you got money
I'll see that you don't walk."

"I only have a nickel
And not a penny more."
He says, "Beat it, railroad bum!"
And slams that boxcar door.

Nobody seems to want me
Or give a helping hand.
I'm on my way from Frisco,
Goin' back to Dixie Land.

My pocketbook is empty,
My heart is full of pain,
A thousand miles away from home,
Waitin' for a train.

Anonymous

What Abe didn't know till he headed in with the doubleover was that there were already eight outfit cars on the corral track. This prevented him from clearing the pass. And he didn't know, till Winn told him, that the *Huckster* had twelve more outfits to set on the same stub siding. As it now stood, the manifest couldn't proceed beyond Topaz till they seesawed her out of town.

"Why didn't you stay at Arena?" Winn snapped at Abe.

Abe said he just wanted to make a good run like the DS had advised him to, and it wasn't his fault they were moving in all those outfits.

Jasper ended his narration, and Eddie had a clear picture of the situation in all its painful aspects.

"I knew Abe would bring us to a standstill if he got the chance," Eddie said bitterly. "Well, it's in their lap now. Let 'em work it out."

BY THE RULES, the senior conductor present at the scene takes charge and unsnarls the tieup. Winn took this one over. Abe argued there wouldn't be much delay. As soon as the manifest cleared between switches on the main track, Abe could back his doubleover out onto the main behind him. The *Huckster* could then move into the pass and clear the main, allowing the manifest to proceed. Abe would then couple up and follow, and that would give Winn all the railroad there was at Topaz.

It didn't seem as if Winn heard him. "Ask the DS what kind of a train the manifest's got," he told Jasper.

Jasper came back with Eddie's reply. "Two engines and a hundred cars."

"That's too many," Winn said.

The manifest whistled for town and slowed to pick up Abe's flagman, who gave the head end all the facts of the jackpot they were in. The manifest came up slowly.

"Ask the DS what's behind us," Winn said.

Jasper got it from Eddie that there wouldn't be anything east at Topaz till they got the manifest out for a meet at Dry Wells.

Winn turned on his engineer. "Smoky," he said briskly, "tell that to your head brakeman, and send him to the hind end with the word that you're backing out of the pass to give the hotshot room to pull up and clear the east switch. I'll stay here and work it out."

Abe yelped, "What are you doing that for? She'll clear without backing your train out."

Winn gave him the kind of look you'd give a repulsive insect. "That manifest won't clear," he stated flatly. "You can barely get into this pass with two engines and a hundred cars if you bunch them tight, and if you ain't got too many long cars in your train. The manifest is coming up grade, all stretched out, and he can't close up the slack to shorten his length. And besides that, she always has any number of long cars—fifty footers and better. Machinery and parts for the

assembly plants. You get set to bring your doubleover out when Smoky lets the manifest pull up past the east switch."

And that's the way it was. Winn bossed that saw-by decisively, with skill and eloquence. There were trains and parts thereof crawling about that lone desert station as if it were a terminal. There were dizzy lantern signals cutting peremptory diagrams in the disturbed darkness, and the screech of whistle-calls that caused the prowling creatures of the arid wastes to flee and scramble into their burrows. The rumble of drawbars and the sad cry of compressed air escaping bounced across the wide desolation. Ejaculations in Technicolor lit up the dark before the dawn, and there was the ceaseless sound of running feet. It seemed all confusion, but it was actually a competent job of sawing under stress when time was counted in short minutes.

The *Huckster* backed out of the pass and up the main track to allow the manifest to clear the east switch. Abe was down there with his doubleover, and came out onto the main when the manifest cleared. The manifest backed down again, and the *Huckster* slid quickly into the cleared pass. The hotshot's two engines bellowed and straightened out their long drag and stamped angrily out of town. Abe came up, coupled his train, and followed slowly to let the block clear.

The only remaining sound to disturb the deep stillness at Topaz was Smoky working his engine, shoving the twelve outfits into the corral track. The district was cleared for traffic and again operating at its normal effectiveness.

Jasper gave Eddie a running account of the melee to the last whistle-off, and at the long table under a hooded light, in the unruffled quiet of the dispatcher's office, Eddie got a nudge of pride in the men who drive the iron horse relentlessly, twice around the clock, in day and dark and weather.

Jasper walked outside with Winn as Smoky brought his engine out of the corral track. Air sneezed as he stopped the huge Mallet beside them. Smoky got down. He looked at his conductor out of the corner of his eye.

"You going to eat now, skipper?" he asked, and swallowed on the parched lump in his throat.

Winn looked his hogger over carefully. "This big deal you got cooking," he said, "you figure to make considerable out of it?"

"If I can get to town in time," Smoky said.

"Well, I guess you'll have to cut me in on it at that," Winn drawled. "All I want is a mess of catfish, and you better see I get them. Now, let's get rolling."

"The *Huckster's* heading out," Jasper reported.

Eddie checked the time and distance to the end of her run. Smoky rolled his train down the pass in the dawn light, already smelling fish frying. He got a sizzling highball from the caboose as the hind end of the *Huckster* cleared, and whistled off. He built up speed with a deft hand on the throttle and the feel of traction through the seat of his pants. There was the matter of that thirty-five bucks. He aimed to retrieve it, with compound interest. He'd make it in time to join the caravan, and not even disturb Winn's meditations, back there in the cupola, as his train snaked out ahead in the growing light. Smoky hummed a ditty as he set the speed at the exact notch that would do it.

A disturbing thought intruded. There was still the chance that the dispatcher would have to put him in the siding for a wait that would be a little too long. He felt certain, though, that Eddie wouldn't do it if he didn't have to. Smoky abandoned the ditty and paid strict attention to his duties.

"The *Huckster's* out and gone," Jasper reported.

Eddie glanced at the clock, and nodded. "The railroad is his from Topaz to terminal," he said.

He began putting out the morning lineup of trains, for the information and guidance of section foremen and signal maintainers, and anybody else that had to venture onto the main line with a track motor car. That was the sign-off. First trickers were coming on duty at stations and roundhouses, at shops and offices. There were bright morning faces, and the sun was at the windows. The third trick for that day was in the record. ●

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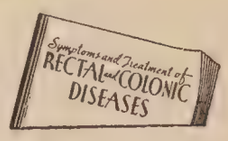

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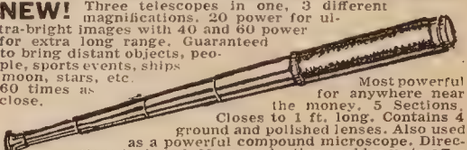

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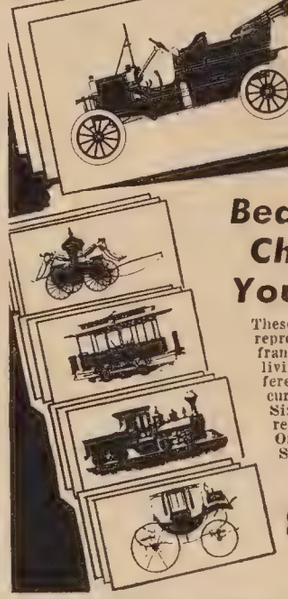

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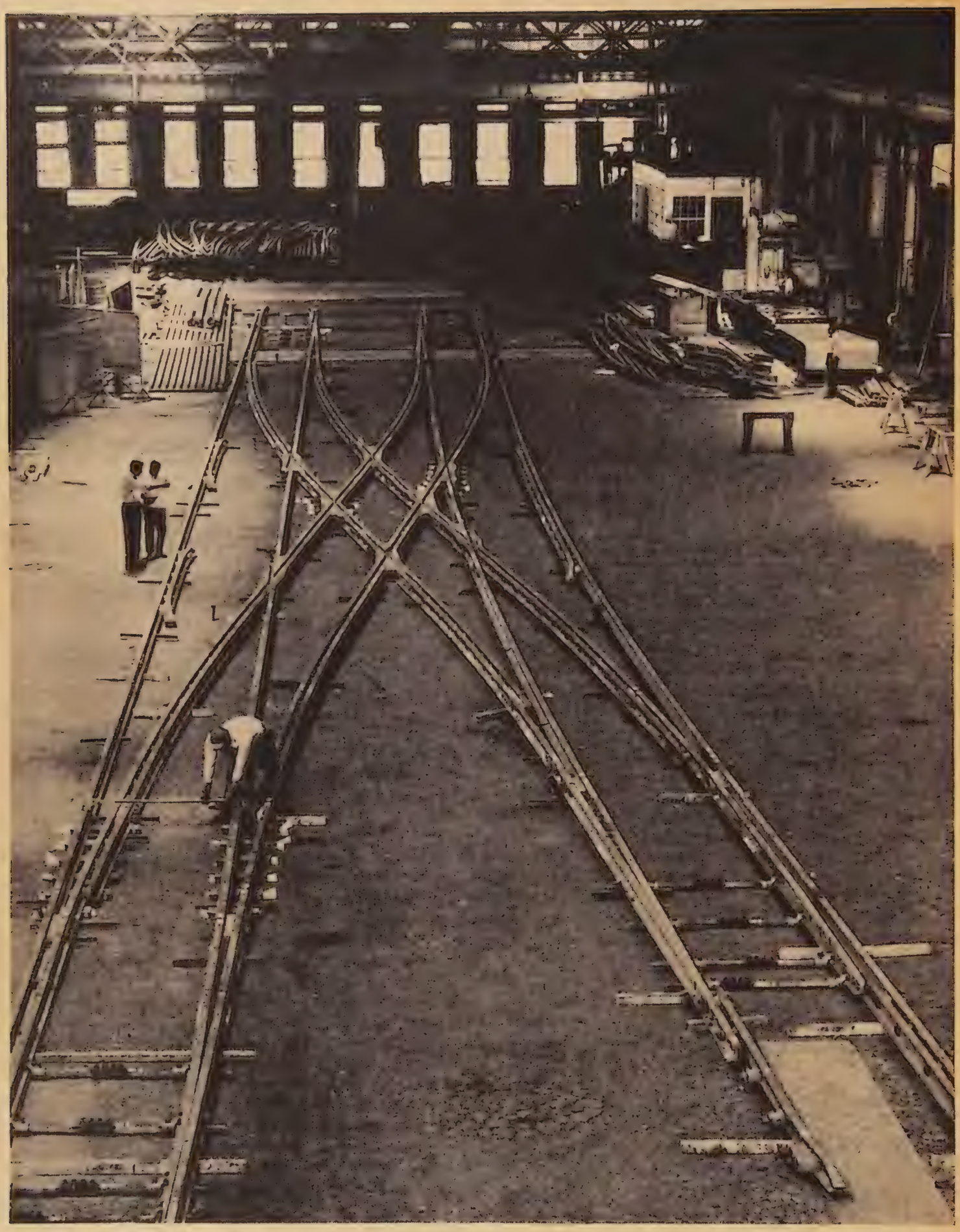

Bethlehem Steel Co.

A double crossover like the one above is a big piece of track, even with No. 6 frogs, but the Bethlehem Steel Company assembles not only double crossovers but all the track layouts it makes on the floor of the plant at Bethlehem, Pa., to be sure every piece is just right. Everything has to fit to a T, all bolt holes, gage, and alignments have to check before the assembly is torn down and shipped to the railroad that ordered it.

Our Next Issue Will Be July-August Combined

Highly specialized *Railroad Magazine* has never had a big circulation. We've been getting by on a modest sale, paying our own way, thanks to loyal railroaders and fans.

But now we are in the red! *Railroad* is operating at a loss. In order to cut this loss, especially during the hot, lazy, summer months when magazine sales in general drop all over the States and Canada, we will consolidate our July and August numbers into one issue, which comes out early in June.

Of course, we will automatically extend all subscriptions to include 12 different copies of the magazine. Every subscriber will be given full value for his money.

What about the future? Will *Railroad* drag its once-in-two-months policy into the fall and winter? We *hope* not. We can't say for sure. It all depends upon the support we get from readers.

We need more news-stand sales and more subscriptions—right away! As soon as our sales per copy rise at least 5 percent over the figures for early this year, we'll be able to resume the monthly basis. That is to say, for every 20 readers we now have, we need one additional cash customer.

Our aim is to keep highballing on the main line once a month with a full head of steam, green lights, and no slow orders.

MAIL CAR

(Continued from page 11)

PRR IS TRYING OUT "Ladies Day" excursions, for the first time in its history, every Wednesday between Philadelphia, Trenton, and New York, halving the round-trip coach fare for women. •

RAWHIDERS. "In my day," recalls Bill Cadmus, 2355 Austin Highway, San Antonio 9, Texas, "the most potent creators of boomers were the minor railroad officials who would fire you in an instant of displeasure. One rawhider canned me merely for grinning at the confusion of a new hand who had just turned over a caboose and a car of oranges. The new hand was fired, too, and we both became boomers." •

COALING UP photos in our March issue reminded V. H. King, 3116 Greeley Ave., Kansas City, Kan., of the time he worked on the old Canadian Northern between Saskatoon and Regina in 1911-'12. "The Craig coaling station," he says, "was similar to the one in your pictures except for a platform that put the bucket tops on a level with the peak of the coal pile, and the buckets were smaller. It was strictly an arm-strong job." •

DAVID L. JOSLYN, 2164 Castro Way, Sacramento 16, Calif., is still getting letters, cards, and phone calls about his "Cab-in-Fronters" (March issue). That article scored a big hit.

"A few months ago," he writes, "when the local Boy Scouts were planning their Railroad Week, the idea of a train ride came up. The SP agreed to take the lads to Roseville and back on a special train if at least 600 of them bought tickets. Actually, 5,500 bought tickets. Not half of those boys had even taken a train ride before. The SP put on a public exhibition for them, including a cab-in-fronter with steam up. You should have seen the Scouts' enthusiasm."

Union Pacific machinist Frank C. Harmer, 4708 N. 38th St., Omaha 11, Neb., comments on "Cab-in-Fronters":

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New York Central & Hudson River passenger train heading north from Grand Central with locomotive 1026.

"The author writes about the first two Mallets (2-8-8-2) on the Southern Pacific, Nos. 4000 and 4001. I wish to state that the UP had three engines that duplicated the SP jobs. These were Nos. 2000, 2001, and 2002, all built by Baldwin in January, 1910. Each had drivers 57 inches in diameter, low-pressure cylinders 40 by 30 inches, high-pressure cylinders 26 by 30 inches, 200-pound boiler pressure, 94,640 pounds of tractive force, and weighed 394,000 pounds. All three were used west of Cheyenne, Wyo., over Sherman hill.

"Also, the Oregon-Washington Railway & Navigation Co. had three such engines, Nos. 450, 451, and 452, all built by Baldwin in 1910. They were pulled out of service in 1928 and never rebuilt.

"I would like to hear from oldtime UP hoggers who worked on any of these engines."

Says Joseph A. Strapac, 716 S. Chester St., Compton, Calif.: "The 4-6-6-2 Southern Pacific cab-in-fronters, after rebuilding, were different from what appears on your roster (March issue). They were: Nos. 3900-3911, built by Baldwin in 1911. Class AM-1, 63-inch drivers, 22-22x28-inch cylinders, weight 424,299 pounds, boiler pressure 210 pounds, and tractive force 76,800 lbs.

"The Baldwin 2-8-8-2's also were different. These were Nos. 4000-4001, AC-1, built in 1909; 4002-4016, AC-1, built in 1910; 4017-4028, AC-2, built in 1911; 4029-4037 and 4039, AC-3, built in 1912; and 4038 and 4040-4048, built in 1913. All had 57-inch drivers, 22-22x 30-inch cylinders, 210 pounds boiler pressure, and weighed 481,299 pounds."

Joe wants to hear from SP fans. •

KITTY FOX is *not* Canadian National's only girl operator, as one of our authors stated, corrects E. D. Taylor, Totzke, Sask. The list includes Mrs. A. M. Simmons, Calgary; Mrs. Judy Hall, Sioux Lookout; Miss Ann Herman, Dauphin; Mrs. A. A. T. Stewart, Artland; Mrs. M. D. Barnett, Kamloops Division, and Mrs. A. M. Innes, Oakville, and possibly others in eastern Canada.

Jersey Central engine pictured on page 76, April issue, is No. 897, *not* 837, corrects Robert Henderson, CNJ hogger, 148 Summit Ave., Jersey City 4, N. J. "She's a freight hauler going west uphill with a heavy drag," he writes. "I have fired and run this engine many times. The Jersey Central now has diesels. I hope we never again fire up any of the 40-odd steam engines we are keeping in mothballs." •

WILD STRAWBERRIES

BY THE RAILROAD right-of-way is a strawberry patch
And a broken place in the fence to just get through
With June grass deep in the corners like a latch
Of pointed stars. From the June sky's lazy blue
The sun makes lightning flashes over the steel,
And after the train roars by—magnificent thunder!—
And a flying brakeman waves at a round straw hat,
You kneel down on the green leaves and look under.
The purple leaves, and a red one you might laugh at
For being so like a berry. A wisp of smoke
In a pale conclusion of silver leaves its trail,
An the stillness trembles, as though a small ghost woke
And went to sleep again . . . tender and pale
Moon-gold are the halves of berries in the shade;
Blush-red and warm in the sun. Deep in a sea
Of green with coral loveliness beneath
To fill stained hands and scarlet mouths, you lie
With eyes half-shut and hear the trains go by
So fast the people never get to know
That here is the place where wild strawberries grow.

—Ruth Lechlitner

NEITHER a Talgo nor a Train X but "a completely new type of passenger train" is being built by the Pennsylvania Railroad. It combines "close-to-the-rail" glider riding qualities with full-strength tubular construction. "And," says PRR President James M. Symes, "it will have the lowest center of gravity of any train yet engineered."

Consisting of seven coaches and a power car for air-conditioning, heating, and lighting, the new train will hold nearly 600 seated passengers. At first it will be used in moderate-distance service between major cities on schedules much faster than would be comfortable on conventional trains. We'll publish a picture of this marvel as soon as one becomes available to us. •

100TH ANNIVERSARY of Southern Pacific's lines in the West will be observed August 9 at Sacramento, Calif., in a day-long program with the local Chamber of Commerce taking part. First unit of the West's pioneer railroad was the 23-mile Sacramento Valley line in California extending from Sacramento to Folsom (now part of the SP's Placerville branch). The initial rail was laid August 9, 1855. A few days later civic dignitaries climbed onto flatcars for a short ride on the first railroad operated west of the Rockies.

The road was projected in 1852 to tap a Sierra mining region. Its promoters brought Connecticut-born Theodore Judah, age 28, to the scene in 1854 as chief engineer. Judah had been building railroads and bridges in New England. He made quick work, for those days of hand labor and meager tools, in getting things started.

They ran into financial problems. Rolling stock had to be shipped 18,000 miles around Cape Horn from Eastern manufacturers. Folsom long was the terminus. Stagecoaches and freighting teams met the trains there to carry travelers and goods to such spots as Yankee Jim's, Fiddletown, El Dorado, and on over the Sierras to Virginia City. In 1865, thanks to Judah, the Sacramento Valley line was taken over by a new project that is now the Southern Pacific. •

ONE PHASE of diesel operation unknown to the general public may be gathered from official ICC records which show that "casualties from locomotive failures" in the United States jumped from 88 in 1953 to the amazing total of 265 last year, the highest figure in recent history. As we go to press, we do not have available a breakdown showing how many of the injuries and deaths due to locomotive failures were caused by diesel power and how many by steam and electric power. It cannot be ignored, however, that the threefold rise in casualties occurred during a year in which the use of diesel power showed an enormous increase on American rails. •

DURING that same year, 1954, the country's railroads maintained their position as the safest form of

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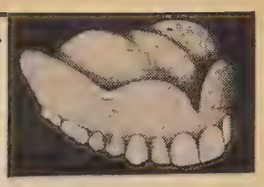

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DEPT. C-11-E PORTLAND 13, OREGON

Echo of years ago: steam-powered Baltimore & Ohio train crosses Severn River bridge at Annapolis, Md.

transportation by setting the second best passenger safety mark in their history. An analysis of the latest ICC figures announced by William T. Faricy, president of the Association of American Railroads, shows that the passenger fatality rate has dropped to a mere .07 per 100 million passenger-miles.

Of the 21 fatalities reported by the roads in 1954, only 5 actually involved passengers in train accidents. The other 16 resulted from such causes as boarding and alighting or jumping and falling from moving trains.

Deaths resulting from both train and train-service accidents last year were *less than half* the number reported for 1953.

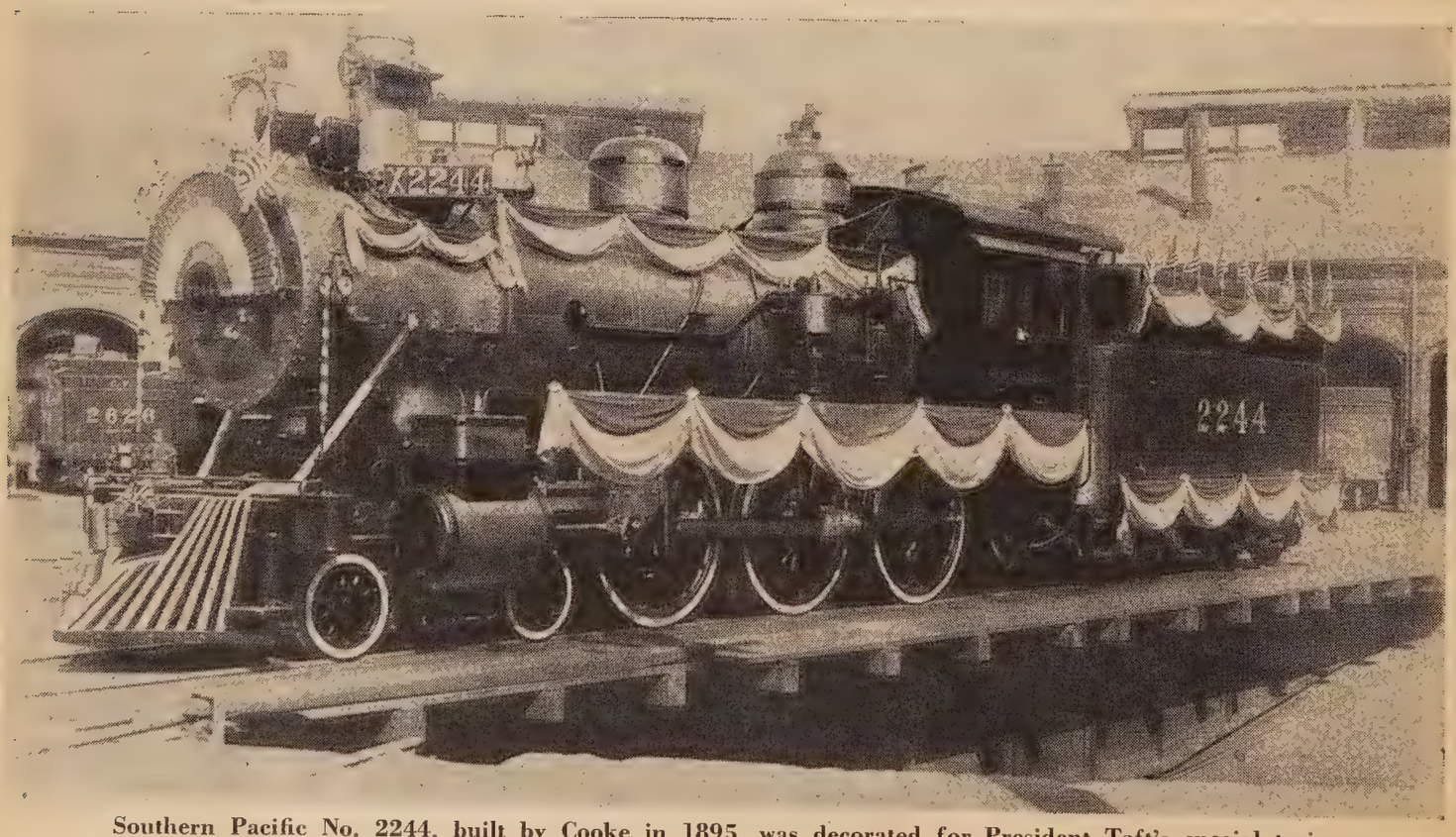
Says Mr. Faricy: "When you consider that the railroads in 1954 handled 29,270,000 miles of passenger travel—which is far more than the number of passenger-miles performed by any other common carrier—the railroad safety record becomes even more remarkable."

At the same time, *employe* fatalities on Class 1 roads declined about 25 percent below the previous low established in 1953. That is to say, deaths of railroaders per million man-hours last year sank from .11 to .08. •

WORLD'S RECORD for employment by one organization is said to have been "Soda Ash Johnny" Horan's 83 years with the Milwaukee Road. Horan was a hogger most of that time. His nickname came from the fact that he originated the use of soda ash in the treatment of water in locomotive boilers. He died in 1938 at age 100. •

THANKS for printing my entry in the *Model Trading Post,"* writes Stuart T. Lyon, 1 Washington Ave., 16-13A, Morristown, N. J. "I am happy to report that it sold my layout." •

FUNERAL TRAINS and exequial trolley cars have been operated at various times and places throughout the world, but the only one we know of that is now running on a regular schedule, daily except Saturday, is the Australian funeral train that highballs between Sydney and Rockwood and carries only mourners, officiating clergymen, and the dead. In imparting this news, Lu Cummings of Lancaster, Pa.,



Southern Pacific No. 2244, built by Cooke in 1895, was decorated for President Taft's special train.

Western Pacific

Western Pacific freight at Milepost 54.

adds that there is so much demand for Sunday service that three funeral trains, instead of one, are operated on the Sabbath. •

THE FAMOUS Pony Express Museum has just been sold to William Howard of Reno, Nev., and moved to a point near that city, reports C. T. Steeb, 240 W. S. Temple St., Salt Lake City, Utah. The new location is much closer to the abandoned right-of-way over which one of the museum's pieces, a Eureka-Nevada train, used to run. Besides railroad relics, the museum displays many exhibits of the Old West. Nevada now has two somewhat similar museums, the other one being situated at Las Vegas. •

TOTAL MILEAGE operated by all of America's line-haul railroads is about 395,000. This figure includes main tracks, yard tracks, sidings, and tracks operated jointly with other roads. •

RETIRED Rock Island conductor Jim Bullard, 201 S. Locust St., Eldon, Mo., offers a few remarks:

"Having had so many real thrills in 50 years of active railroading, I find your fiction rather tame. Give me true tales every time! The most colorful boomer I ever met was Mike Haskings. In the roaring nineties Mike 'borrowed' a freight train from Jim Hill and was rolling eastward with the Northwestern section of Coxey's army of unemployed, hoping for a pow-wow with the big brass at Washington, D. C., when he spotted a pile of ties on the rails near the Bozeman, Mont., tunnel and a detachment of U. S. soldiers with Springfield rifles ready for business.

"Mike was the hogger. According to his story, he whistled for brakes, whistled out a flag, and set his brakes. Then he and his fireman slid down off their borrowed engine and, like the train crew, mingled with the ragged delegation that poured out of boxcars. Unable to find the ringleaders, the authorities let them all go free.

"On another occasion, a fourth of July night, Mike told me, he was called for a Northern Pacific passenger run out of Butte, Mont. At that time he was rooming with a roundhouse worker from a Missouri farm. The pal was asleep in bed, his dollar Ingersoll hung on a nail above his pillow. Mike had no watch, so he silently borrowed the Ingersoll and made his trip with the varnish. While he was gone, the room mate was suddenly called back to Missouri on account of illness in his family, and Mike never got a chance to return the watch.

"About eight railroads and 20 years later, I was running out of Kansas City on the Rock Island train 96, picking up livestock for St. Louis. We stopped at Windsor, Mo., for three loads of cattle. I got talking with a tall rangy stockman named Victor Lewis. He happened to mention that he'd once worked in a roundhouse at Butte. Something clicked in my brain. 'Did you ever know a boomer named Mike Haskings?' I asked. Well, it turned out that Victor Lewis was the man from whom Mike had borrowed the Ingersoll." •

50 YEARS AGO the U. S. Congress passed an act designed to promote the security of rail travel and encourage the saving of life, and the first President Roosevelt signed it. Since then, under the act's provisions, Presidential Medals of Honor have been awarded to 56 railroaders and 9 other persons for great heroism.

Included are 11 brakemen, 7 switchmen, 6 locomotive firemen, 5 hogheads, 3 conductors, 3 flagmen, 2 station agents, 2 stationmasters, 2 crossing watchmen, and 2 track foremen. Also a stenog, a yard foreman, a shopman, a signal helper, and a gandy dancer. Among the 9 non-railroaders

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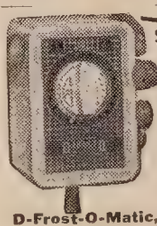

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honored for valor on railroad property were a woman and two 16-year-old girls.

This medal is given to those who risk their own lives in making rescues. Many railroaders who deserved such awards since the medal was established in 1905 did not get them because their heroism was not brought to the attention of the Interstate Commerce Commission, the Federal agency handling such cases.

White House regulations decree: "The opinion of witnesses that the person for whom an award is sought acted with extreme daring and endangered his life is not sufficient, but the affidavits or testimony should set forth the facts in detail and show clearly in what manner and to what extent life was endangered and extreme daring exhibited. The railroad upon which the incident occurred, the date, time of day, weather, the names of all persons present, when practicable, and other pertinent circumstances should be stated." •

BIRD LOVERS will be interested in the following item from *Texas & Pacific Topics:*

"Battle of the Starlings"—an unusual affair—was fought again recently when police officers of Abilene, Tex., on T&O's Western Division, armed with sawed-off shotguns, began the job of killing as many of the birds as possible and scaring off the rest. The scene of the battle was in the park by T&P's station.

Those gallant cops who risked their lives to rid a park of vicious, man-eating grackels are hereby recommended for the Presidential Medal of Honor under the Act of 1905. •

THIS SUMMER, for the first time, Canadian National will run *two* special trains (both steam-powered) to Churchill on Hudson Bay's historic shore, where Indians and Eskimos live, leaving Winnipeg on August 19. The reason for the additional train is that reservations for the 1955 tour to Churchill were completely sold out even before the 1954 special left Winnipeg, and there was a long waiting list. CNR officials attribute this big demand for tickets partly to Tom Taber's illustrated feature article in our June '54 issue. "North to Hudson Bay." Taber himself has already taken the trip, but enjoyed it so much that he plans to go again this year. Get details from any Canadian National ticket office.

Another vacation suggestion from Taber is his article, "Train to Yesterday," on page 40. •

COMPLAINT from oldtime railroader William E. Shelton, 73 W. Cuyahoga Falls Ave.,, Akron, O.: "I have before me the latest *Railroad,* 50 cents a copy, and a 1917 issue of the same magazine, with a smaller page size but nearly three times as thick, that cost only a dime. Is this progress?"

Will someone please break the news gently to Brother Shelton that prices and wages have risen a little since 1917? •

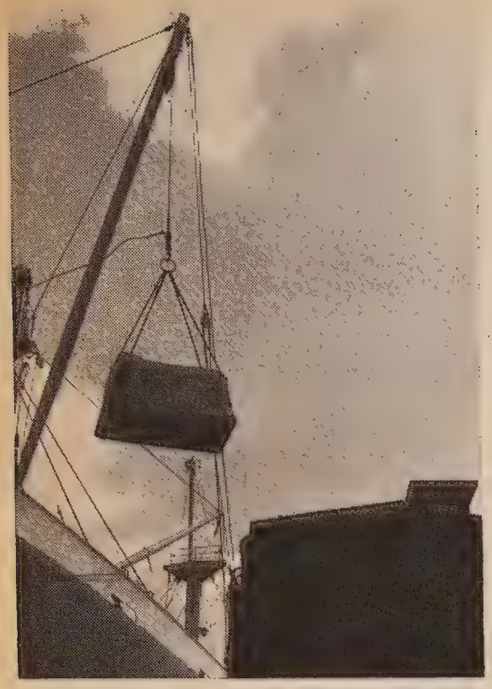
ANOTHER grayhead, Edward A. Turnier, 52 Five Corners, Jersey City, N. J., comments: "Years ago you could identify a railroad by its equipment—it had a more or less individual look—and you could even pick out a railroad man by his appearance. Gone are the days of thousand-milers, those blue or black shirts, sometimes with white polka dots, that freight train crews would wear for a thousand miles of travel before sending them to the laundry. I regret that many people will never know the pleasant smell of an engine-house on an early spring morning or the steam whistle's lonesome wail. *Railroad* should print more experiences of oldtimers.

"Once in a while someone speaks of 'the so-called boomer.' A fellow who talks that way must be very young. He is probably the sort who phones a garage when his car gets a flat tire. What does he know about driving a white pine plug into an engine's leaky boiler tube, or running home with only one side-rod, or using a pry-off bar when she stops on center, or rummaging through the scrap yard for spare locomotive parts?

"Yes, the old times were tough; but I, for one, am glad to have worked with Wooden Cars and Iron Men." •

Earl W. Carey

Delaware & Hudson No. 60 at Poultney, Vt. Who knows when this picture was taken?



Seaboard Air Line

From boxcar to hold. Crane lifts cargo high above Seaboard Air Line's dockside tracks.

GAS-TURBINE article by Lester Harlow (Feb. issue) should have pointed out the simple relations between the speed of the generating unit and the gross weight of the turbine locomotive, according to Jesse M. Grigg, who writes:

"The expansion velocity of any gas is high (say 4,000 F.S. for steam at moderate pressure) and the velocity of the turbine vanes, even in the DeLaval and Curtis types with pre-expansion nozzles, must be theoretically one-half the gas velocity in order to extract the maximum energy. These make high turbine speed mandatory. Mandatory high speed, in turn, makes for large output per pound of weight, both in the turbine and in the generator, because outputs of both are roughly proportional to speed.

"Thus the size of the turbo-generator that supplies power for possibly several times its weight in slow-turning traction motors is small as compared with the size of the diesel unit in a locomotive of the same horsepower." •

C&NW YARDMASTER, who prefers to be anonymous, laments: "This morning at 1:15, the last of the North Western's high-speed queens, No. 345 (4-4-2), started dismally on her graveyard trip of 104 miles west from Chicago to the wire mill at Sterling, Ill., with No. 643 (4-6-2) sharing the same fate. Both suffered the indignity of being pulled at 15 miles per hour by a pair of F7's, this being the speed we use in moving dead power. The 345's last revenue run was a fantrip on the Wisconsin and Madison divisions." •

13 YEARS OLD when he hired out as agent-operator on the old Memphis, Dallas & Gulf at Memdag, Ark.—that's what started the long boomer trek of H. L. Black, 100 Morris Ave., Poteau, Okla.

"An old Wabash brass pounder who lived next door to my widowed mother taught me the Morse code when I was eight," he recalls. "I've railroaded in every state of the Union, also in Mexico and Canada, and even in Russia during World War I. The boomers I knew would not tolerate official stalling in the matter of working conditions. They either got what they wanted or pulled the pin. Unlike home guards, they would not be intimidated by threats or fooled by sugar-coated promises.

"We worked a 12-hour day seven days a week, with no vacation. I wonder how present-day telegraphers would stand up under such a grind. During my railroad career, I was fired only once and never used liquor or tobacco, which was unusual for boomers. I have a collection of railroadiana, including a train order issued on the old St. Louis, Arkansas & Texas, dated at Senter, Ark., March 24, 1888. Would like to hear from anybody who has an older one." •

Joan Posekany

DAUGHTER of one Union Pacific blacksmith and granddaughter of another (now retired), Miss Joan T. Posekany, age 18, Omaha, Neb., has a good railroad background. "Dad is blacksmith foreman in the locomotive shops at Omaha," she says, "and my brother was a blacksmith helper for five years. My first railroad trip was on a motor train from Omaha to Grand Island when I was about four years old. The crew stopped at crossings to pick up milk cans and put large packages of newspapers into mailboxes. That relatively short trip took over five hours. I'll never forget it.

"Around that time Dad bought me a baton and I began to study baton

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Present-day scene: Norfolk & Western hog taking on coal. The N&W is America's last big stronghold of steam power.

twirling and majorette routines. Since then I have won 60 medals and many trophies in various contests, traveling around the country on Dad's passes. Last year I was elected 'Miss Majorette of America' at the national meeting of the Drum Majorettes Association held at Buckeye Lake, Ohio. For ten years I was with the twirlers of the Union Pacific Railroad Drum and Bugle Corps." •

PRESIDENT McKINLEY'S funeral train pulled into the Pennsy depot at Canton, O., one September day in 1901. "I was there at the time," recalls F. P. Hamilton, 832 Laurel Ave., Burlingame, Calif. "It came in silently. No screeching brakes, no hiss of escaping air, no clanging bell or thumping air-pump. You wouldn't think a train could be so quiet. One moment that section of track as vacant; the next moment a train was standing there. The engineer was Joe Whitt. My uncle knew him well.

"Occasional references to the old narrow-gage South Park Line in *Railroad Magazine* remind me of the fact that many years ago a girl friend of mine lived in the foothills of the Rockies on a ranch that the right-of-way cut across. I remember riding the little passenger train out of Denver. The conductor was most accommodating. He'd signal the hogger to slow down so that I could drop off near the ranch house. Ah, those were the days!

"I remember, too, the Cherrelyn horse-car at Denver (photo in Jan. issue), which I saw in 1906. The horse pulled that car uphill. At the top he was unhitched. Then, without a command from the conductor, he'd mount the car platform, ride downhill, dismount at the foot, and walk around to his position to have the trace hooked up again. He managed to keep his balance on the ride down grade by leaning heavily against the car's back wall in a manner that was almost human." •

ONE of our French readers is Monsieur J. David, Direction des Etudes, Conseil de l'Europe, Strasbourg, France, who writes (in English): "E. J. Quinby speaks of Swiss steam locomotives with pantagraphs (Feb. *Mail Car*). This unique situation was brought about by Switzerland's inability to import enough coal during World War II. The Swiss Federal Railway will soon dieselize its switching operations, using 1500 hp. engines, probably German." •

ONE of our Irish subscribers, T. Cott, *The Shrubbery*, Kilcock County, Kildare, Ireland, has a complete file of *Railroad Magazine* since March '32, besides many English periodicals. He tells us: "I have traveled widely on railroads of the United States, Canada, Mexico, and Cuba. Your new format and contents are pleasing." •

ONE of our British readers, John B. Simcox, 141 High St., Tewkesbury, Gloucester, England, sends this item from the *London Daily Mail;*

Edwin Duffy is almost a one-man railway. At Park Drain, Doncaster, he is stationmaster, booking clerk, ticket collector, freight and inquiry clerk, porter, signalman, announcer, shunter, cleaner, and errand boy. Now the station is to be closed to passenger traffic on economy grounds. But Duffy, the freight man, will carry on.

Isaac Kirkham, *Santa Fe*, 206 Furlong Rd., Tunstall, Stoke-on-Trent, England, has this to say: "I am an electrician's mate on the British Railways, familiar with many phases of railroading. I like the new setup of *Railroad Magazine*." He sent us an item from the *London Daily Mirror* reporting that diesel and electric locomotives will gradually replace steam. The newspaper states:

There are at present 19,000 steam locomotives (in Great Britain). After next year no more will be built for express passenger or suburban work. Within a few years none at all will be built. But because their useful life is about 40 years, some of the more modern types will be kept in service long after the 15-year plan (to modernize British Railways) is completed.

Shirley Carver

TOM DILLON, a Norfolk & Western section foreman, had six sons who worked for the N&W, we learn from his granddaughter, Miss Shirley Jane Carver, Box 14, Freeman, W. Va. Shirley is proud of her six railroading uncles. She likes to read *Railroad Magazine* and write to pen pals. Her ambition is to get a railroad office job after she graduates from high school next year. •

CORNFIELD MEET of two Canadian Pacific freight trains at Perth, N.B., as pictured by Joe Easley in a

recent *Along the Iron Pike* had intense interest for R. Dyson Thomas, Box 346, Woodstock, New Brunswick, Canada, who writes:

"I happened along at the scene only minutes after they met. Injured men were taken to Perth Hospital, which happily was situated within 100 yards of the pile-up—in fact, the collision took place almost in the hospital's back yard. It wasn't long before both locomotives were repaired and back on the road. The smaller one was overhauled in the company's shops at McAdam, N.B., the larger one in Montreal. Normal traffic was resumed within 12 hours.

"I never did find out what the investigation disclosed, but I know that the southbound freight had been shunting in the yard limits when the northbound rounded a curve on a down grade with a heavy train. My hobby is accumulating a library of 8 mm. movie films of steam trains." •

B&M RAILROADERS gave a 17-jewel gold watch, suitably inscribed, to "the girl at the window," Lorraine Tatro, for her 19th birthday, reports Albert E. Clement, Waterford, N. Y. Lorraine has been an invalid since birth.

Engr. Walter Blackall used his day off to drive to Williamstown, Mass., where the girl lives, and give her the present. The watch is a joint gift from Boston & Maine crews of the Boston-Troy runs and from North Adams station station employes. Blackall was chosen for this mission because it was he who "discovered" the girl three and a half years ago. Since then the *Minute Man,* crack Boston & Maine train, has never passed her home without giving a whistle salute. Lorraine waves from the window, sometimes from her yard.

"I was braking on a swing job from Troy to North Adams," Blackall says. "While we were unloading mail at Williamstown a child came up to me and said that her sister, who was sick, loved to watch the trains go by, and would we please wave at her? Well, I passed the word around, and we started signalling to Lorraine. One Christmas we gave her a house-coat, the next Christmas a radio." •

WINDING STAIR

WE HOOKED up a hundred cars or so
Which the skipper told us all had to go.
The grunt signed the orders and handed them back
And the con got down to get on the hack.

I opened the switch, then gave him a sign
To pull her out on the old main line.
The hogger whistled and started from there,
For he knew he would go up the Winding Stair.

He skinned her and beat her down through the sag,
But he couldn't get going, for he had such a drag.
He looked at the taller as she started to pop
And said, "Keep her on till we get to the top!"

He coaxed, he cussed, and said things bad,
And gave her all the notches he had.
It sounded as if each move she would make,
Her drivers and side-rods would surely break.

There never was music so sweet as the sound
The old hog made in ascending that mound,
Then she went over, her head in the air;
She'd pulled that drag up the Winding Stair!

—*E. H. Terry*

Waybill for July-August Issue

ENGINE SMOKE IN THE BIG WOODS: Stewart Holbrook, distinguished author of best-selling book, *The Story of American Railroads,* tells what you want to know about geared locomotives. He used to work on such engines.

THE MIGHTY MALLET: H. L. Kelso presents steam power's "big boys" of today and yesterday.

KEY TO THE BAY: Donald Sims dramatizes the modern electric lines around San Francisco and Oakland.

FIVE DAYS ON A SNOWBOUND TRAIN: actual happening of long ago, told in detail by one of the passengers.

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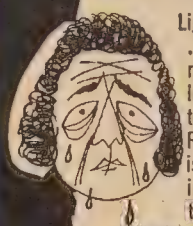

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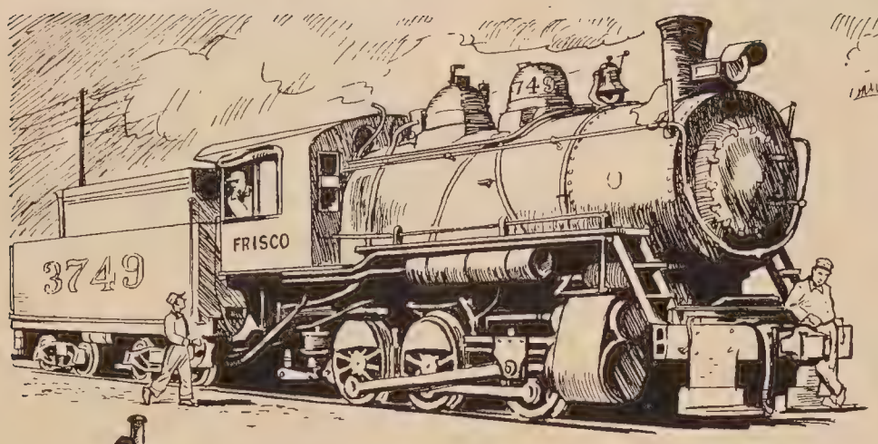
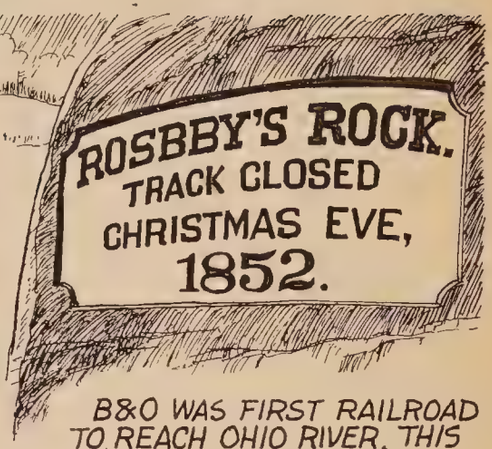
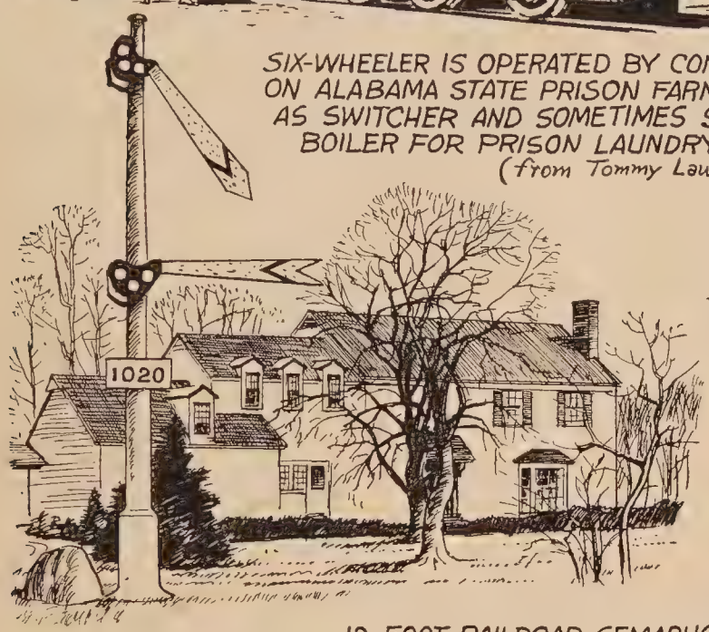
Along the Iron Pike by Joe Easley



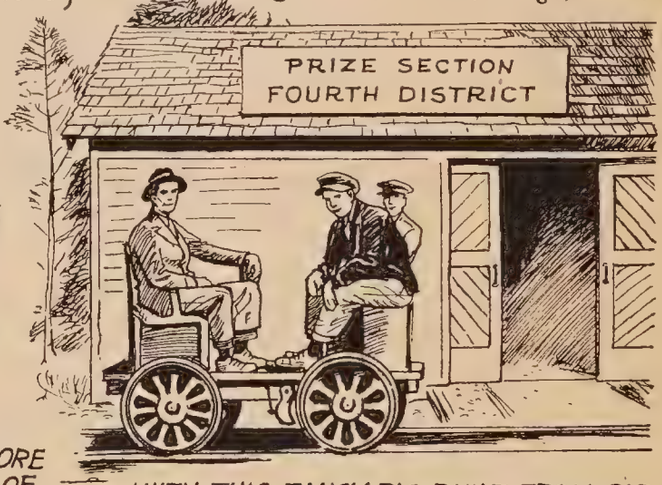
SIX-WHEELER IS OPERATED BY CONVICTS ON ALABAMA STATE PRISON FARM IN ATMORE AS SWITCHER AND SOMETIMES STATIONARY BOILER FOR PRISON LAUNDRY. (from Tommy Lawson)



B&O WAS FIRST RAILROAD TO REACH OHIO RIVER. THIS WEST VIRGINIA LANDMARK RECALLS LINE'S COMPLETION FROM BALTIMORE TO WHEELING. (from Arrenza Griffiths, retired B&O engr., 407 Howard St., Bridgeport, O.)

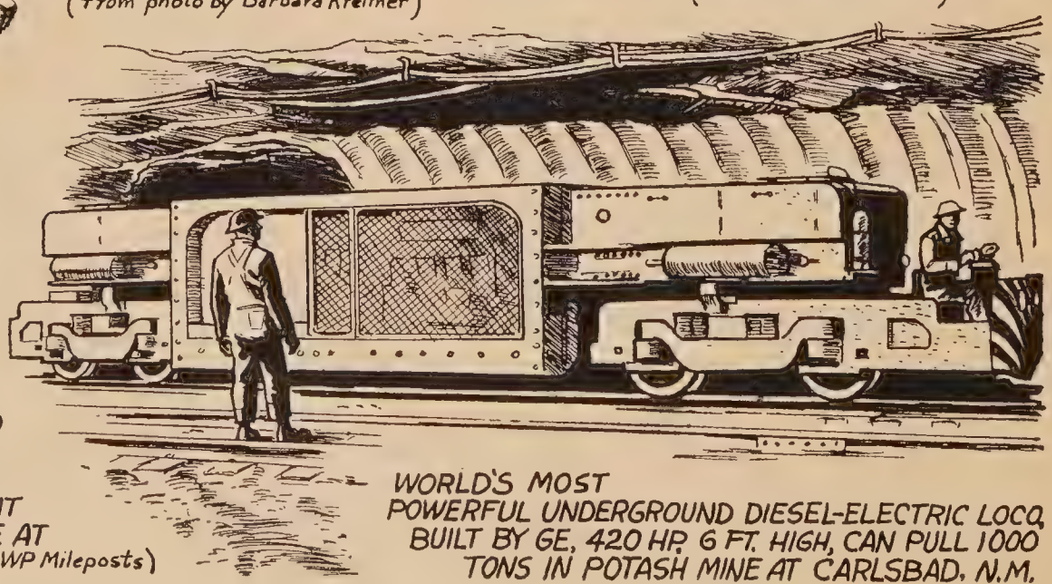


12-FOOT RAILROAD SEMAPHORE STANDS ON FRONT LAWN OF WESTFIELD, N.J., HOME OF EARL T. MOORE, JERSEY CENTRAL PRESIDENT. (from photo by Barbara Kreimer)



WITH THIS FANCY RIG, BUILT FROM OLD HANDCAR, NO WONDER EARL CHAMBERS' SECTION GANG WON A BANGOR & AROOSTOOK PRIZE IN 1916. (from BAR Main Line)

"SAD EYES," WESTERN PACIFIC MASCOT, SAVED LIFE OF YARD CLERK CHARLIE BEACH WHO HAD FAINTED IN FRONT OF SWITCHING ENGINE AT PORTOLA, CALIF. (from WP Mileposts)



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RAILROAD HOBBY CLUB

ITEMS sent to this department are printed free, in good faith, but without guarantee. Write plainly. No entry longer than 28 words will be accepted —except those dealing with back numbers of this magazine. Address *Railroad Magazine,* 205 E. 42nd Street, New York 17, N. Y.

Because of time needed to edit, print and distribute the magazine, all material should reach us nine weeks before publication date.

Use these abbreviations: *cond.*, condition; *ea.*, each; *elec.*, electric; *env.*, envelope; *eqmt.*, equipment; *esp.*, especially; *info.*, information; *n.g.*, narrow-gage; *negs.*, negatives; *p.c.*, postcard; *pref.*, preferably; *tr.*, train; *rr.*, railroad.

The term *tts.*, refers to public timetables, unless preceded by *emp.*, when it means employe's (operating) timetables.

(R) indicates desire to buy, swap or sell back issues of *Railroad Magazine.* (Specify condition of each copy.)

(*) indicates juicefan appeal.

SWITCH LIST

HAROLD ALESHIRE (R), 321 N. Illinois Ave., Wellston, O., will trade *Model Railroader* Apr. thru Dec. '49, for *Railroad Magazine* Aug. '38, Apr. '44, June, July, Aug., Sept., '50.

(*) JOHN ALLEN, Box 696, Sacramento, Calif., will sell size 124 pix of old Northern Elec. drawbridge, dated over 30 yrs. ago, 20c ea.

(R*) R. G. ALLERMAN, 9477 Monte Vista Ave., Pomona, Calif., will pay $1 for Jan. '46 *Railroad Magazine;* write first. Wants pix and negs. of Chi., Aurora & Elgin, only series 130 and 180 (now scrapped).

(R) W. F. BARTON, 9-D Laurel Hill Rd., Greenbelt, Md., will buy *Railroad Magazine* for Nov., Dec. '32; Jan., Mar., May, Nov. '34; May '35; Jan. '36; Apr. '37; June, July '38; Oct. '39; Sept. '40; June, July '44; June, July, Sept. '48; June '49; Jan., July, Nov. '51; Jan., Mar. '52.

O. H. BORSUM, 1801 Hanover Ave., N.W., Roanoke, Va., will sell 10 clear size 616 prints of N&W and Vgn. steam locos for $1. Sells steam negs., 35c ea. No list.

JIM BOWIE, Box 4208, Tower Grove sta., St. Louis 16, Mo., will sell size 116, 616 steam locos, U.S. and Canadian, 7c ea., 15 for $1; 70-page list and sample, 6c in stamps.

(*) JACK BROMLEY, 30 N. Dr., Toronto 13, Canada, sells trolley photos, TTC, PTC, MTA, BTC, CTC, Pittsburgh, Dallas; list 4 pennies or 4c Can. stamps.

(R) L. S. BRUNSSER, 114 Main St., Sioux City, Ia., will swap collection 2500 stamps, about 1700 diff., incl. 12 sets, all unmounted, for issues of *Railroad Magazine* or *Trains.*

GUY CAMPBELL, 850 S. Santa Fe St., Salina, Kan., wants complete up-to-date UP loco roster.

HENRY CHILDERS, Union Mills, Ind., buy, sell or swap emp. tts.; needs GN, Milw., Soo and CB&Q; your list for his.

F. CONFORTI, 931 W. 2nd St., Wilmington, Dela., wants negs. and pix 3-phase elec. loco of North Italy, also new Naples-Milan elec. train.

(*)CECIL COOK, 3100 E. Ovid St., Des Moines, Ia., will trade for shortline steam or sell 50c ea., size 116 negs. pix Ft. Dodge, DM&S frt. motors, etc.

(R) BILL CORBEN, 8601 Woodlawn Ave., Kansas City 30, Mo., will sell size 616 pix of KCS, UP steam locos, 10c ea., 12 for $1; wants *Railroad Magazine* having KCS or UP roster.

LOUIS COTNOIR, 66 Capitol St., New Bedford, Mass., wants green and white flagstop lantern globe, pref. one that fits a Deitz or Adlake lantern.

WOODWORKING

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Make money. Become a skilled woodworker. Interstate's new woodworking course tells and shows how to turn out hundreds of professionally constructed and finished wood projects with hand and power tools. Twenty-two profusely illustrated manuals. Over 1,000 pages. Over 75 projects. Written by expert instructors. The *only* complete course available today! Get full information without obligation . . . today.

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RECTAL ITCH

RELASUN Ointment is Compounded especially for amazing relief in stubborn cases of itch around the anal and rectal regions. Don't suffer any longer, mail $1.25 for your jar of RELASUN, postpaid. Money back guarantee. Send to:
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HAGEN SUPPLY CORP., Dept. A-55, St. Paul 4, Minn.

MAKE MONEY giving away FREE HOSIERY!

Men and women wanted to introduce amazing nylon stockings (guaranteed against runs and snags) and men's, children's hosiery (guaranteed one full year) by giving away free trial pairs regardless whether or not final purchase is made! Earn up to $3 an hour spare time. Mail postcard today for FREE samples men's and women's hosiery with complete money-making outfits. Nothing to pay now or later. Absolutely no obligation.

KENDEX CORP., BABYLON 367, N. Y.

Twenty cents will buy a quarter-mile ride on narrow-gage Pine Creek line (see Flagstops) on Rte. 9 near Freehold, N. J. Here Pete Rasmussen rides tender.

(R) T. COTT, The Shrubbery, Kilcock, Ireland, wants *Railroad Magazines* before Mar. '32; *Trains* Jan., Feb., Oct. '41; *Ry Progress* Oct. '38, Oct. '47, May '51; also colored rr. postcards.

(*) STAN CREWS, Box 63, Waynesboro, Tenn., will sell 1500 trsfs. from 70 trolley systems; many over 10 yrs. old; make offer or write for details.

(R*) LU CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa., will sell *Railroad Magazines* '44 to '53, *Trains* '45 to '53; streetcar trsfs.; train and trolley schedules and tts., U.S. and England; also size 116 prints of streetcars, 10 ea.; all good cond.; lists on most items for stamp.

BILL DEVINE, 24 Mt. Vernon St., Charlestown 29, Mass., wants BAR, SJ&LC, B&C, Rut. emp. tts.; also B&M form 31 older, discontinued in '31; has many tr. ords. and emp. tts. to trade.

PAUL DOUGLAS, 2105 E. 27th St., Vancouver, Wash., will trade 8x10 loco negs. for 8x10 view camera.

LLOYD DUNHAM, 504 Versailles Ave., California, Mo., will sell group of 5x7 pix for $1: L&E 1, 4-4-0; V&T 26, 4-6-0; ST&E 1, 4-4-0; SP n.g. 9 and 18, 4-6-0, on approval.

Miss DONNA EBERHARD (age 16), Box 206, Monon, Ind., collects tr. wreck pix and emp tts.; wants to hear from other teen-age fans.

HERB FIELD, 821 Pennsylvania Ave., Lyndhurst, N. J., will trade steam pix of CP, CN, DL&W locos for steam pix of all Canadian rds., Erie, DL&W, PRR, NYC; will buy negs. of same.

PAUL GARDE, Green Mountain Falls, Colo., processes 2x2 projection slides from your rr. negs. or pix; color or black and white; write for info.

(*) L. H. GEDGE, 3053 Chadbourne Rd., Shaker Heights 20, O., wants streetcar and interurban negs.; has few pix TTC, Pittsburgh Rys.; list and sample 10c.

(*) EDW. GIBBS, 729A Macon St., Brooklyn 33, N. Y., will sell color pix of buses, streetcar, interurbans, steam and diesel trs. 25c ea.; is disposing of over 500 pix.

DON GOUGH (age 11), 266 Clinton Ave., Jersey City 4, N. J., wants to hear from young railfans anywhere.

(*) TOM GRAY, 1120 Chula Vista Ave., Burlingame, Calif., will swap size 616 negs. of Calif., Midwest elec., steam rds. for negs. of CB&Q, C&NW, Milw., SP, UP, WP, CNJ, PRR, C&O.

(*) KARL GROH, 3107 Park Ave., New York 51, N. Y., wants pix of NYW&B cars 201 and 202 as combos.; trades or sells TARS pix size 616 taken from '30 to abandonment; no list.

(*) KEN HARRISON, 5871 S. Hoover St., Los Angeles 44, Calif., wants trolley hardware, any kind roller signs, whistles, bells, etc., also emp., pub. tts. (elec. only), trsfs., p.c. of trolleys, histories, etc.; buy, sell or trade.

LEWIS HARRISON, Walhalla, S. C., will sell pix of Atlantic & East Carolina Ry. steam, diesel; line soon to be acquired by Sou.

DON HAYWARD, Sr., 38 Monastery Ave., West Springfield, Mass., sells pix steam power B&A, B&M, CN, CP, CV, D&H, MeC, MEC, New Haven, NYC, Rut., etc.; list 10c; has pix of pass. cars and cabooses, Eastern rds., no list.

DAVE HECK, 510 St. Mary's Ave., Carey, O., wants to hear from teen-age railfans; answers all mail.

(*) BOB HEGLUND, 515 Linden St., Waukesha, Wis., wants CERA bulletins B-6, T-2-9, 96, good cond.

R. T. HESS, N. Maple Ave., Basking Ridge, N. J., will pay good price for NYC calendars 1914 to '50.

EARL HIGDON, Jr., Box 57, Hendersonville, N. C., wants pix of steam locos N&W, Sou; wants to hear from fans anywhere in US.

C. J. HITCHCOCK, 214 N. Elmwood Ave., Kansas City 28, Mo., collects old rr. uniform buttons, old p.c. of trs. before 1920; will buy *Off. Guide* 1894.

WALT HOFER, 41 Maltby Pl., New Haven, Conn., swaps emp. and pub. tts.

(R) ARNOLD JOSEPH, 2512 Tratman Ave., New York 61, N. Y., has *Railroad Magazine* '29 to '54, various prices; *Trains* '40 to '54, *Model Railroader* '45 to '54 almost comp., some *Model Craftsmans*, details for 3c stamp. Answers all mail.

TOM KING, 1000 40th Ave. N., St. Petersburg, Fla., will sell pix and negs. of rds. in South; many steam; list 5c.

DAVE KNOX, Star Rte., Parkersburg, Pa., will buy 35 mm. color slides PRR T-1 (4-4-4-4) steam in action.

(R) GENE LADD, 1019 Kirst Ct., Scranton, Pa., will sell *Railroad Magazine* Mar. '31, Nov. '33, July '34, Oct. '35, Aug. '36; Feb., June, Sept. '37; all '38, '39, '40, all '41 but Mar., all '42 thru '47; all '43 but Oct., all '49, '50, all '51 but July, all '52 thru Aug. '54; all or part for best offer, incl. postage.

ALVIN LEA, 240 Birch St., Wisconsin Rapids, Wis., wants Wis. Central rr. history and 4x5 film pack used camera.

JOHN LOCKE, 428 Prospect Ave., Hackensack, N. J., will buy, sell or trade p.c. negs. or pix of Erie, CNJ, Rdg., etc., steam locos.

(R) JOE LOPEUSZ, 39 Maltby Pl., New Haven, Conn., will sell 35 issues *Railroad Man's Magazine* '07-'18; heavy brass number plate from steam eng.; 2 brass switch keys CNE and P&R.

MARVIN MAHRE, 2081 Prosperity Ave., St. Paul 9, Minn., will swap Soo Line size 116 steam pix, emp. tts., for NP and Soo Line tr. ords., also size 116 pix, 35 mm. color slides.

(R) JOHN McCARTHY, 176 S. Arlington Ave., East Orange, N. J., will sell *Railroad Magazine* '46 thru '53, 15c ea., plus postage; *Trains* same price; all good cond.

ART McCLUSKEY, Hazzard Rd., Millbrook, N. Y., will sell pix of steam engs. JCRR, LIRR, letterheads, passes, negs., etc.; write for info.

(*) ROY MELVIN, 25 Middlefield Dr., West Hartford 7, Conn., will sell *Transit Journal* Sept., Oct. '31, Oct.-Dec. '32, '33 comp. exc. Convention number, July-Dec. '34, '35-'42 comp.; send stamped env. for price list.

(R) JONRAY MENEFEE, 130 MacArthur St., Rte 1, Albert Lea, Minn., will sell *Railroad Magazine* Apr. '48; Feb., Mar., Apr., May, Nov. '49; Jan., Feb., July '51; Oct. '52; July '53; Feb. '55, 30c ea., all for $4 post paid.

(*) CHAS. MOCKBEE, 362 Park Dr., Dayton 10, O., will buy pix of CLE, IRR, Erie, VJG, SELBU, CCT, LSE, Oakland, ICRT, SHRT.

(*) LLOYD NAGLE, 2418 32nd St., Santa Monica, Calif., wants pix, negs. of LATL; send list.

O. A. PARRIS, 1019 13th St., Bremerton, Wash., will trade IC, MKT, CGW, B&O, SR, NKP, Erie, Seaboard sugar crisp metal heralds for Rdg., NP, GTW, Milw., UP, RI, Santa Fe, SP.

BOB PECOTICH, 8049 Knox, Hayward, Calif., will sell SP negs., pix; also WP diesel, Santa Fe steam, diesel; stamp for list.

EDMUND PENROD, G-1217 Glendale Ave., Flint 3, Mich., wants pix enclosed steam dummies suitable for modeling; also pix early Mich. roads.

REES PERRY, 51 William St., Tighes Hill, Newcastle, Australia, wants to hear from railfans interested in rr. pix and stamps showing railways.

(R) FRED RADIL, 34 May St., New Britain, Conn., will sell *Railroad Magazine* Aug., Oct. '48; July, Sept. '49; Apr., Dec. '50; '51 all exc. Jan., '52 and '53 comp., '54 Jan. thru Aug.; best offer over $10 plus postage.

(*) SY REICH, 92 St. Marks Pl., New York 9, N. Y. will sell pix, negs. Eastern roads incl. steam, diesel, elec., trolley.

(*) NORMAN REINHARDT, 896 Main Ave., Passaic, N. J., wants C&O local tr. tts. in trade for Erie local tts. of Passaic; will swap negs.; wants sizes 116, 616, 620, 127 and 120 of covered hopper cars, baggage cars, cabooses.

PETE REINHARDT, 896 Main Ave., Passaic, N. J., will trade 620, 127; write first; will buy local tts., any roads.

(R) J. ROSENBERGER, 10311 154th St., Edmonton, Alta., Canada, will sell *Railroad Magazine* Dec. '49; all but Feb. and Oct. '50; Feb. thru May, Aug., Oct. '51; Jan., Feb., June, Aug. '52; Feb., Mar., May, July thru Oct. '53; Aug. '54, 40c per copy, lot for $12 postpaid.

JOHAN SCHAPELWEIN (loco engineer Austrian Rys.), Goldschlagstrasse 58, Vienna XV, Austria, will correspond with North American railroaders and fans, exchanging rr. info. and postage stamps. He writes English.

(*) NORMAN SEIDELMANN, 1053 N. 31st St., Camden 5, N. J., will buy emp. or pub. tts., pix of DRG&W, PE, TDNM&S.

(*) FRANK SEIFFERT, Jr., Box 21, Orange, N. J., will sell pix steam and elec. DL&W, FEC, Rut., L&NE, CNJ, LVT, PRT, PSCTNJ, Wilkes-Barre, either list and 2 pix 25c, both and 3 pix 40c.

J. SHAFER, 700 Cottage St., Waterloo, Ia., wants catalogs of steam threshing engs., old farm mach., trucks, old motor cars, loco pix, circus printed matter, rr. printed matter, watch fobs.

(R) ALLEN SHARP, 100 Shennecossett Pkwy., Groton, Conn., will sell recent *Off. Guides* $1.25 ea., B&M, BAR, CV tr. ords. *Railroad Magazine*; tts. tkts, books, other railroadiana; list for stamped env.; wants BAR material.

ART STENSVAD, 811 E. 3, North Platte, Neb., will buy size 616 Rollfilm adapter for 4x5 Graphic or Graflex camera; also good 4x5 Graflex.

HAROLD STIRTON, 2603 N. Kostner Ave., Chicago 39, Ill., will buy or trade for size 116 action steam negs., any roads.

(R) CHAS. STONER (local Chairman B. of L.E. 937), 1315 Mason St., Toledo 5, O., will sell *Railroad Magazine* Sept. '33 thru June '47 all good cond., $25 for lot, all or none.

(R) DON STUCKEY, 1332 E. Tabor St., Indianapolis 3, Ind., will buy pix Chi. At. & S. locos, cars, stations, tts., emp. tts. Wants to contact anyone with CA&S info. Wants '37 *Railroad Magazine*.

DORAL TATE, Box 6, Eureka, Wash., will buy any size tr. pix good cond.; send info.

(*) E. L. THOMPSON, 29 Ashley St., Hartford 4, Conn., will sell histories of many European tram companies; collects fare tokens.

(R*) P. THORNTON, Jr., 466 15th St., Brooklyn 15, N. Y., will sell trolley pix, negs., Kodachromes with comp. coverage of existing NYC lines; list 10c; wants Feb. '47 and Feb. '48 *Railroad Magazine*.

H. K. VOLLRATH, 2524 Meriwether Rd., Shreveport, La., will sell size 116 and p.c. loco pix all major roads, many short lines; send for list; will sell *Railroad Magazine* '46 thru '50.

(*) DAVE WADDINGTON, 2576 Consaul Rd., Schenectady 4, N. Y., will sell F.J. & Gloversville souvenir fantrip brochures with map, pix, and history of steam and trolley divs., 30c postpaid.

(*) A/2C ROBT. WANNER, Hq, SQ. Sec. 4711th AD Wg., Presque Isle AFB, Me., wants to hear from fans in Northern New England; wants steam pix BAR, MeC, QC, B&ML, CV, esp. AV elec.

BRYAN WHIPPLE (age 14), 15470 Prevost Ave., Detroit 27, Mich., wants info. on prospect of building rr. to Alaska; wants to hear from all who are interested.

GEO. WHITE, Box 454, Lovelock, Nev., will sell spikes, tie plates, etc. before 1900 from Cent. Pac., first transcontinental; list 3c stamp.

(*) ROGER WHITE, Rte. 1, Box 55a, Maxwell, Tex., wants pix, rte. maps, trsfs., size 616 negs. of Kan. City PS Co.; write first; send lists.

BILL WILKES, 1379 La Cadena Dr., Riverside, Calif., will trade slides, regular or 3-D, many roads, for 8 or 16 mm. steam movies, or sell; stamped env. for list.

(R) DAVE WILSON, 105 E. Willow St., Wenona, Vt., wants info. and pix. of Cornwall No. 14. Wants to trade *Railroad Magazine*, has '37 thru '43 incomplete.

(*)GARY WILSON, 353 Penn St., Pasadena 6, Calif., will sell 10 rep. PE pix $1; same of SP steam locos, $1; will trade PE pix. for Wash. Old Dom. and parlor cars.

MODEL TRADING POST

CLINTON ADAIR (R), 808 Clark St., Vicksburg, Miss., will sell *Railroad Magazine* from Jan. '40 thru Dec. '54 but not complete, or trade for Marx eqmt.

WAYNE BRITTAIN, 32 Lansdowne Ave., Sault Ste. Marie, Ont., Canada, will sell Penn Line E6 Atlantic in HO gage less valve gear, good cond.; make offer.

ANTON BRUNS, 10740 Woodbine St., Los Angeles 34, Calif., swaps passes with model railroaders.

LU CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa., will sell Lionel O gage trk. switches, diesel and steam locos, cars, metal buildings, etc., all good cond.; list for stamp.

(R*) JOHN De FREEUW, 819 Arnold St., South Bend, Ind., will pay up to $250 for complete file *Railroad Magazine* good cond., with covers, nothing clipped. Will swap new 17-jewel wrist watch for HO gage locos and eqmt., new or used.

NORMAN GUINARD, 3033 Wellington Ave., Schenectady 6, N. Y., will sell collec. of miniature trs., new John A. English frt. trucks, HO gage, never used, 25c a pr., 10 pr. for $2; also Baker couplers 30c pr., never used.

BRUCE HATCHER, 1824 Winchester, Ashland, Ky., will sell for half price Gilbert sets 501T, 5002T, switches, cars, trk., transformers; also HO Dynapak, Eight Ball kit, never used; stamp for details.

HARRY MEYER, 1904 Gardenia Ave., North Merrick, N. Y., wants Lionel O72 gage scale Hudson, scale 0-6-0, 0-4-0 switcher engs., scale frt. cars, wide radius elec. switches, etc.; will swap HO gage eqmt.; send list.

J. MURRAY, 33R Winthrop St., Rehoboth, Mass., will sell comp. amusement-park-size steam train and track; pix and details, $1.

(R) R. J. PATZER, 504 McKinley, Batavia, Ill., will trade *Railroad Magazine, Model Railroader, Model Craftsman, Whistle Stop* O gage modeler for first-day covers, foreign and U.S., or foreign mint stamps.

ALLEN SHARP, 100 Shennecassett Pkwy., Groton, Conn., will swap Marklin ES800 loco, 34 pcs. trk., pr. 3600 NWS elec. switches for HO Alco freight A-B units or others; has new stud. trk. and 4 wheel trucks for sale.

A. D. SLATER, 1596 Wood Rd., Cleveland Heights 21, O., will sell 6 pr. used car trucks, 16-in. gage roller bearing, cast steel frames, spring suspension, 6½-in. dia. wheels.

(*) BEN SMITH, 265 Tompkins Ave., Brooklyn 26, N. Y., will sell Lionel st.-gage trolleys 3 and 8, 381E *Olympian* eng., *Blue Comet* pass. cars; Ives tr. catalogs 1912 thru '15; wants Lionel Brown 412, 413, 414, 416; state pass. cars.

ANTHONY STANEK, 5329 Vine St., Maple Heights, O., will sell or trade stamp collec. and *100 Best Short Stories* for HO eqmt.

(R) ED TURNER, 62 Five Corners, Jersey City, N. J., will sell or trade many issues *Railroad Magazine* '29 to '55, all model mags., new AF locos, cars, etc.; send for list.

FLAGSTOPS

SOUVENIR COLLECTORS interested in the old Denver, South Park & Pacific narrow-gage (shown on May cover) may get book-ends from Otto Kuhler, an artist who used to paint *Railroad* covers, at $3.95 a pair postpaid. Each book-end is a cross-section of steel rail mounted on a wooden block.

"We make them here at KZ Ranch, Pine, Colo.," Kuhler writes, "from South Park rail we picked up on the former Platte Canyon right-of-way, where it had lain forgotten by salvage crews."

* * *

OVERNIGHT FANTRIP to Provincetown, Mass., on Cape Cod peninsula, June 18-19, sponsored by Connecticut Valley Chapter, National Ry. Historical Society. For details send stamped self-addressed envelope to Roger Borrup, Warehouse Point, Conn.

* * *

THREE-WEEK tour of British Rys., etc., in October, including plane trip to and from England, sponsored by Railroad Enthusiasts. For details send self-addressed stamped envelope to Arthur T. Knowles, Box 23, Wall St. Station, New York 5, N. Y.

* * *

A COLLECTION of railroad stamps is being exhibited by the Casey Jones Unit, American Topical Ass'n, in the window of Union Pacific's downtown Los Angeles, Calif., ticket office, thanks to the unit's executive secretary, C. J. Keenan, 6354 N.E. Cleveland Ave., Portland 11, Ore.

* * *

"A SERIES of 80 colored cards on railroad subjects is being issued by Topper Chewing Gum Manufacturers, Brooklyn, N. Y.," reports Granville Thomas, 617 Mulberry St., Millville, N. Y. "Strangely enough, they are accurate. You'll find them in packs of bubble gum."

* * *

PINE CREEK RR., a working historical exhibit is located on highway Route 9 four miles north of Freehold, N. J. It includes 1500 feet of 3-foot-gage line, a passenger car, a flatcar, a 4-wheel caboose (now in course of construction), and an 0-4-0 steam engine, built by Baldwin in 1925, from Raritan River Sand Co. Also an engine-house and one switch. Last year the line carried about 3000 passengers. Cost of round trip, 20 cents.

General Manager Jay Wilfson, 50 Colfax St., South River, N. J., is assisted by Pete Rasmussen, CNJ agent-operator; Harry Quick, Bill Clelland, and William S. Young, 23 Parker Ave., Cranford, N. J., who puts out an interesting mimeographed monthly, *Short-Line Railroader*.

The passenger car's frame came from narrow-gage branch of the Southern Ry., while some of the 35-pound rail was originally used on the 2-foot-gage Bridgeton & Harrison.

* * *

MICHIGAN RAILROAD CLUB will sponsor railfan trip May 29-30, 1955, over the Detroit, Toledo & Ironton from Ecorse, a suburb of Detroit, Mich., to Jackson, O., and return, via Lima, O. Ticket deadline: May 21. For details send stamped, addressed envelope to Mr. Wes. Rudduck, Trip Chairman, P. O. Box 2271, Dearborn 7, Mich.

* * *

WANTED: John Leahy, gen. mgr., Dambury Fair, Inc., Dambury, Conn., will buy narrow-gage loco, tender, and 2 passenger cars; also standard-gage engine, tender, and 4-wheel hand-pumper (Irish Mail style).

* * *

BRITISH COLUMBIA tour July 3-17 sponsored by Railway Club of Calif., 219 N. Ave. 66, Los Angeles 42, Calif. For details, send stamped envelope.

* * *

BRANFORD ELECTRIC Ry. will sponsor 200-mile LIRR steam fantrip June 5. Leave Jamaica, N. Y., 10:00 A.M., via main line to Long Island City, return over Montauk branch, pick up latecomers 10:50 A.M., then to Greenport, with 4 photo stops enroute, including 2 meets. Back in Jamaica 9:00 P.M. Round trip: $5 if paid in advance, $5.50 if paid same day; children: $3. Contact Karl F. Groh, Jr., 3107 Park Ave., Bronx 51, N. Y.

* * *

UNUSUAL HOBBY of O. H. Borsum, 1801 Hanover Ave., Roanoke, Va., is his file of several thousand cards each bearing the name of a Pullman car, its specifications, etc. He also has a similar file of railroad business cars, and one of passenger-car photos. ●

Only $500 DOWN!
BUYS BIG 5,000 SQ.FT.
HOMESITE
"DEEP IN THE HEART OF TEXAS"
Famous Bandera Pass Ranch located in the heart of the "DUDE RANCH COUNTRY" now being subdivided into 50' x 100' Homesites. Full price only $89.50. Terms just $5.00 down and balance over 17 months. Located only 6 miles on state paved highway from Bandera, Texas and only 50 miles from San Antonio. School bus stops at subdivision. Electricity, telephones, churches! Homesites are about 1,300 feet above sea-level. Warm summer days and cool summer nights make this ideal for year 'round living or retirement. Here's a vacation paradise—hunting ... fishing ... golfing ... swimming ... horseback riding.
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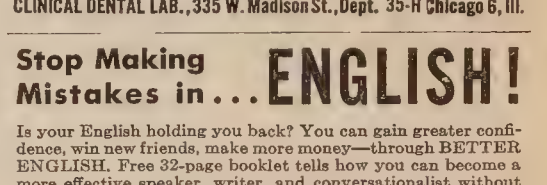
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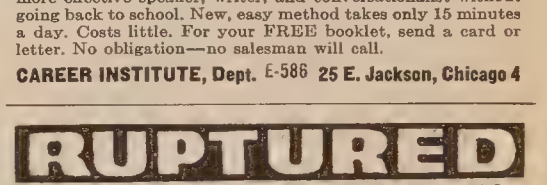
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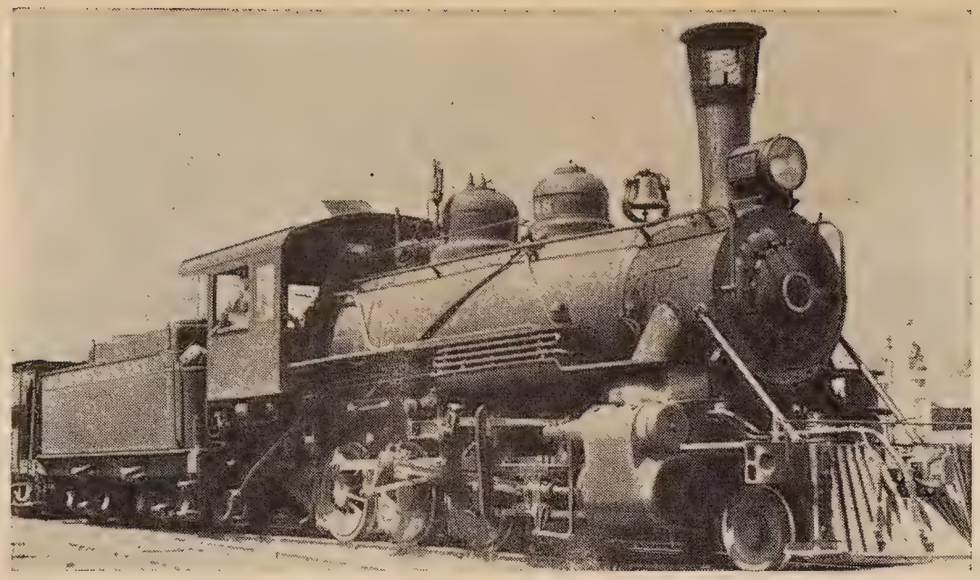
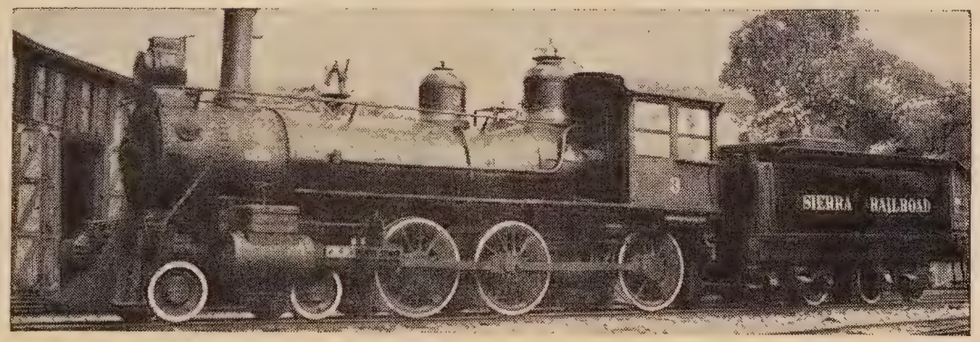


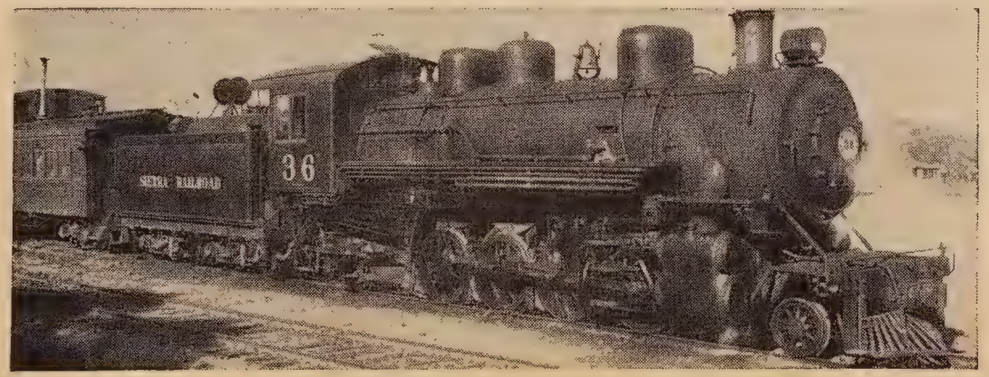
D. L. Joslyn

Still in service is this Baldwin, No. 28, with a spark arrester atop her stack.



D. S. Richter

When diesels arrive, No. 3 will be kept in running condition for motion pictures.



Donald M. Gunn

Sierra's only Alco-built locomotive is No. 36, a Mikado, shown at Oakdale, Calif.

ALL-TIME LOCOMOTIVE ROSTER OF THE SIERRA RAILROAD

Incorporated in 1897, the 57.34-mile Sierra Railroad reached Tuolumne, its present terminal, in 1900. But the original main line has been relocated so often that little of it remains. The Angel's branch, abandoned in 1935, was quite an engineering feat in its time. Switchbacks were used in two places to get around hairpin turns. Various other lines in the area—Hetch Hetchy, Yosemite Valleys, Sugar Pine, Yosemite Short Line, Melones Dam, and others—have, at one time or other, been branches or feeders to the Sierra main line, which connects with the Southern Pacific at Oakdale. The Sierra runs through logging country, and, as timber is used up, these feeder lines or branches are abandoned and new ones spring up. Today an all-freight road, the Sierra often serves as railroad background in motion pictures.

Number	Builder	Builder's Number	Date	Type	Cylinders	Drivers	Boiler Pressure	Engine Weight	Tractive Effort
1				4-4-0					
2	Rome, N. Y.		1889	0-6-0	18x26	44	155	94,500	25,000
3	Rogers	4493	1891	4-6-0	17x24	56	160	100,000	17,470
4	Baldwin	5851	1882	4-4-0	17x24	62	145	80,000	13,790
6	Baldwin	6113	1883	4-4-0	17x24	62	145	80,000	13,790
7	Baldwin	5674	1882	4-4-0	17x24	62	145	80,000	13,790
9	Heisler	1036	1899	Heisler	16x14	40	160	100,000	20,000
10	Lima	718	1902	Shay	12x12	36	180		21,500
11	Lima	788	1903	Shay	12x12	36	180		21,500
12	Lima	789	1903	Shay	14½x12	36	180		29,100
18	Baldwin	29790	1906	2-8-0	18x22	42	180	111,850	26,010
20	Baldwin	43344	1916	2-8-0	18x22	42	180	118,850	26,010
22	Baldwin	53345	1920	2-8-0	18x22	42	180	121,000	26,010
24	Baldwin	37577	1912	2-8-0	20x26	50	200	163,000	35,360
26	Baldwin	32646	1908	2-6-0	18x24	48	180	124,000	24,800
28	Baldwin	55246	1922	2-8-0	19x26	48	185	142,000	30,750
30	Baldwin	55412	1922	2-6-2	15x24	42	175	98,000	19,130
32	Baldwin	57018	1923	2-6-2	16x24	46	180	106,200	20,440
34	Baldwin	58679	1925	2-8-2	19x26	46	200	175,000	34,690
36	Alco	68278	1930	2-8-2	21x28	50	200	207,000	42,000
38	Baldwin	61781	1934	2-6-6-2	20&31x28	51	225	437,670	59,600

NOTES

1 Disposed of shortly after road was built.
2 Purchased from Union Pacific as No. 1166. Resold to Lassen Lumber & Box Co., Susanville, Calif., in 1923, renumbered 23. Resold to Red River Lumber Co. in 1929. Scrapped, 1940.
3 Built as Prescott & Arizona Central No. 9. Brought to Sierra by contractors. Maintained as movie engine.
4 Built as Northern Pacific No. 99. Resold to Pickering Lumber Co. in 1917, renumbered 14. Scrapped, 1938.
6 Built as Northern Pacific No. 144. Last used as stationary boiler in Atlas-Olympia gravel plant near Oakdale, Calif. Scrapped, 1937.
7 Built as Northern Pacific No. 93. Resold.
9 Sold to Pickering Lumber Co. in 1923. Resold to West Side Lumber Co., renumbered 1.
10 Sold to Diamond Match Co., 1917.
11 Sold to Pickering Lumber Co. in 1918. Resold to Verdi Lumber Co., Verdi, Nev. Resold to Clover Valley Lumber Co., Loyalton, Calif., 1938.
12 Sold to Pickering Lumber Co., Standard, Calif., 1924.
18 Used as a movie engine. Scrapped, 1953.
20 Sold to U. S. Army, Benicia Arsenal, Calif., in 1942.
22 Sold in 1940 to California Western Railway & Navigation Co., renumbered 41.
24 Purchased from Nevada Copper Belt in 1921 as No. 3.
26 Purchased from Ocean Shore in 1922 as No. 6. Resold to Davies-Johnson Lumber Co., Calpine, Calif. Scrapped, 1939.
30 Built for Angel's Camp Branch. Sold in 1937 to Howard Terminal Railway, Oakland, Calif., converted to 2-6-2T, No. 6.
32 Sold to Tidewater Southern, Modesto, Calif., in 1940. Renumbered 132.
38 Purchased in 1952 from Weyerhauser Timber Co. as No. 4.

Nos. 5, 8, 13-17, and odd Nos. 19-37 were never assigned. Two S-12 1200 hp. Baldwin road switchers, Nos. 40 and 42, are expected to be in service as of April 1, 1955, replacing Nos. 24, 28, 35, 36, and 38. Sierra diesels will have red cabs, yellow engines. No. 3 will be kept in running condition and used for motion-picture work.

This roster was provided by W. C. Cheney, Vice President and General Manager, Sierra Railroad.

LOCOMOTIVES OF THE GEORGIA & FLORIDA RAILROAD

STEAM

0-6-0 (Switcher) Type

Number	Builder	Date	Cylinders	Drivers	Boiler Pressure	Engine Weight	Tractive Effort
28s	Alco	1922	20x26	44	180	157,000	31,200
29sg	Alco	1924	20x26	44	180	157,000	31,200
30sg	Alco	1924	20x26	44	180	157,000	31,200

4-6-0 (Ten-wheeler) Type

207	Baldwin	1910	19x26	50	200	144,350	28,493
208	Baldwin	1910	19x26	50	200	144,350	28,493
209	Baldwin	1910	19x26	50	200	144,350	28,493
210	Baldwin	1910	19x26	50	200	144,350	28,493
211	Baldwin	1910	19x26	50	200	144,350	28,493
212	Baldwin	1910	19x26	50	200	144,350	28,493

4-6-2 (Pacific) Type

507s	Alco	1917	22x22	56	200	204,000	35,200
508s	Alco	1920	22x22	56	200	204,000	35,200
509sf	Alco	1922	22x26	62	200	203,500	31,400
511s	Alco	1922	22x26	62	200	203,500	31,400
512s	Alco	1922	22x26	62	200	203,500	31,400
513s	Alco	1920	22x26	62	200	203,500	31,400

DIESEL-ELECTRIC

Switcher Type

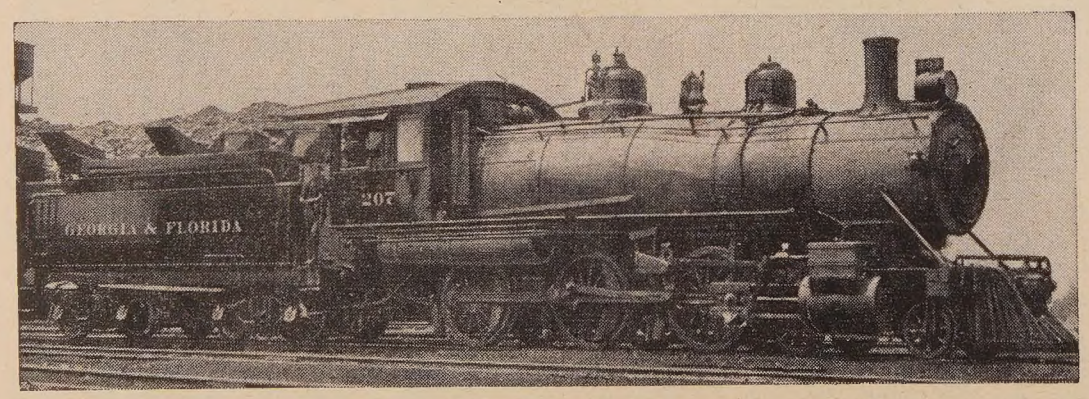
Number	Builder	Date	Cylinders	Wheel Diameter	Horsepower	Engine Weight	Tractive Effort
70	EMD-GM	1950	6-8½x10	40	600	194,010	48,503
71	EMD-GM	1950	6-8½x10	40	600	195,230	48,808
72	EMD-GM	1950	6-8½x10	40	600	194,211	48,553

Freight Type

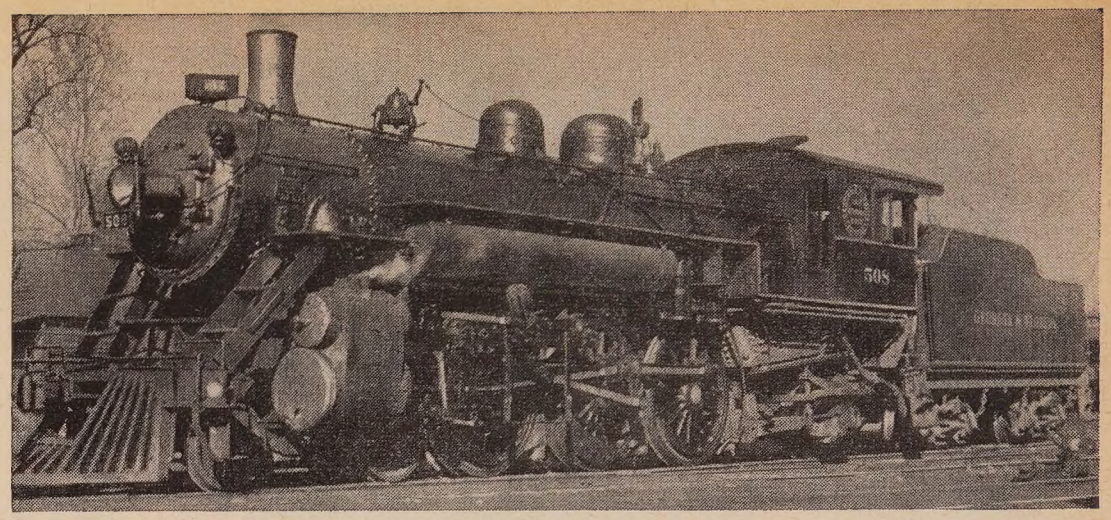
701	EMD-GM	1950	16-8½x10	40	1500	234,997	58,749
702	EMD-GM	1950	16-8½x10	40	1500	235,057	58,764
703	EMD-GM	1950	16-8½x10	40	1500	234,217	58,554
704	EMD-GM	1950	16-8½x10	40	1500	234,700	58,675
705	EMD-GM	1950	16-8½x10	40	1500	234,100	58,525
706	EMD-GM	1950	16-8½x10	40	1500	233,652	58,413

"s" indicates superheated locomotives; "f," two Nicholson thermic syphons in the fire box; "g," one Nicholson thermic syphon in fire box. G&F diesels are painted willow green and primrose yellow.

The roster was provided by L. L. Cato, Master Mechanic, Georgia & Florida Railroad.

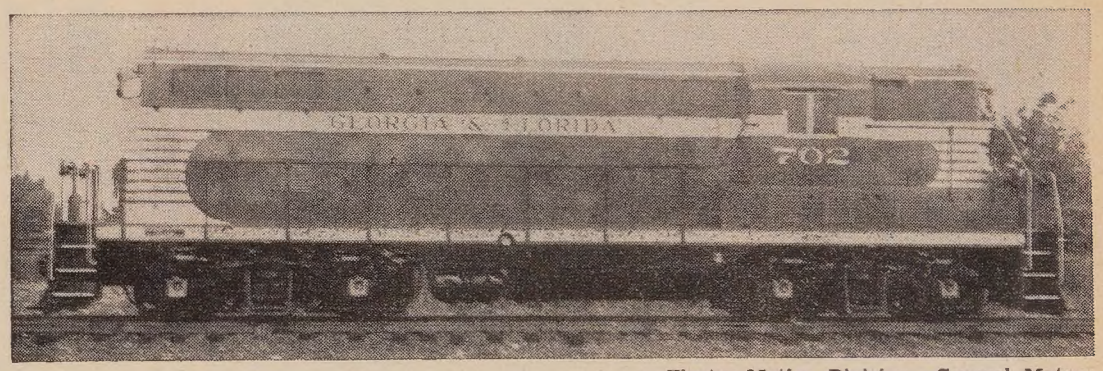


Six Baldwin ten-wheelers came to the road in 1910, and all are still operating.



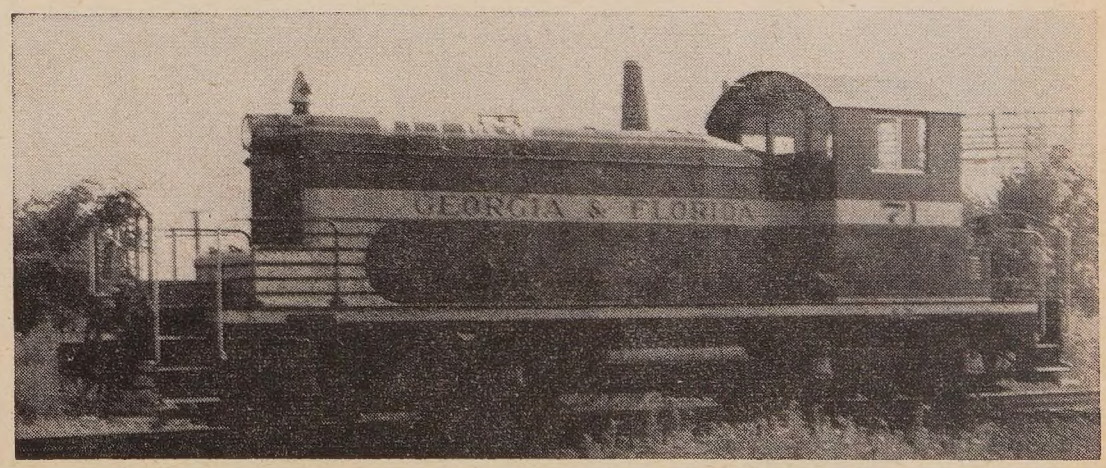
Richard E. Prince, Jr.

One of G&F's six Alco-built Pacifics, 508 was snapped at Augusta, Ga., in 1939.



Electro-Motive Division—General Motors

G&F boasts "Fast, Dependable, Service." This EMD freight hauler helps do the job.



Electro-Motive Division—General Motors

Electro-Motive built three of these 600-hp. diesel switchers for G&F in 1950.

STEAM POWER

UNION PACIFIC FIREMAN Art Stensvad, 811 East Third St., North Platte, Nebr., sends the following summary of steam on the UP's Nebraska and Wyoming Divisions.

"*Main Line*—Omaha to North Platte. 800 Class 4-8-4's on 5 and 6, 7-8 occasionally, on 27-28, passenger, regularly. Twenty-five 800 Class 4-8-4's in freight. 2-8-2's on most main-line locals.

"*Kearney Branch*—2-8-0 on 414 and 460. Columbus and Grand Island Branches—400 Class 2-8-0's. 6200 Class 2-8-0 at Hastings and 300 Class 2-8-0's at Lincoln, Nebr., switching.

"*Main Line*—North Platte to Cheyenne. 800 Class on passenger and freight occasionally. 2-8-2 on locals. North Platte to Gering Branch—2-8-2 on 97-98. 700 Class 2-8-0's on 29-60, Gering to Torrington, Wyo. 700 Class 2-8-0's switching at Gering.

"800 Class 4-8-4 on 8586, North Platte to Denver, passenger. 2-8-2, Julesburg to Sterling, Colo., local.

"4000 Class 4-8-8-4's, Cheyenne to Laramie. A few 4-6-6-4's, 4-8-2's, 4-6-2's on locals, Cheyenne and Denver. 7800 Class 4-8-4—Cheyenne to Yoder, Wyo., on 354."

Thomas McDermott, 2645 Bedford Ave., Brooklyn 10, N. Y., denies that anyone ever saw Camelback L-1's at Pennsy's Sunnyside, Long Island, yards, as reported in a recent *Mail Car*.

"The L-1's are there all right," he says, "but they're not Camelbacks. They're regular L-1 2-8-2's converted to oil fuel for supplying steam to passenger cars standing in the yard."

And James Wilson, 215-48 47th Ave., Bayside 61, N. Y., quarrels with a correspondent who indicated that all Pennsy DD-1's have been scrapped. "Definitely not," he says. "The two listed in the PRR roster are used to handle wire trains in Pennsy's New York tunnel and terminal area." Another reader, O. H. Borsum, 1801 Hanover Ave., N. W., Roanoke, Va., notes that C&O engine No. 701 was given to Covington, Va., not Covington, Ky.

This month's list comes from C. W. Daniels, Jr., Worcester, Mass.; R. E. Johnson, Chappaqua, N. Y.; Robert W. Wilkens, East Rockaway, N. Y.; Bill Jernstrom, South Bend, Ind; Burton Mall, La Grange Park, Ill.; Ivan Ergish, Winchester, Idaho; Fred Rausch, Kaukauna, Wisc.; Burdell Bulgrin, Owen, Wisc.; Aurele A. Durocher, Marquette, Mich.; Bill Corben, Kansas City, Mo.; R. H. Carlson, Combes, Texas; and D. M. Rice, West Springfield, Mass. Previous lists have appeared in the Sept., Dec., 1954, and Jan.-May, 1955, issues.

Aberdeen & Rockfish—Aberdeen, N. C.—2-8-2, stored.

Argent Lumber Co.—Hardeeville, S. C.—wood-burning 2-6-0's, 2-8-0's, narrow-gage, link & pin.

Atlantic & Western—Sanford, N. C.—4-6-0, 2-6-0, stored, to be scrapped.

Boston & Maine—Charlestown, Mass., Engine Terminal—4-6-2, 2-6-0, live and dead; 0-8-0, 0-6-0, 4-6-2, dead.

Brooklyn Eastern District Terminal—Brooklyn, N. Y. —0-6-0's.

Camas Prairie—Lewiston, Idaho—NP 1197, UP 2209, both 2-8-2's.

Chesapeake & Ohio—Clifton Forge, Va.—several stored.

Chicago & North Western—Kaukauna, Wisc.—M1-2's.

Chicago, Burlington & Quincy—Clyde, Ill., freight yards—4-8-4's, 4-8-2's, others.

Coal Company—Bath, Me.

East Caroline—Tarboro, N. C.—ACL 4-6-0.

Grand Trunk—Portland, Me.

Grand Trunk Western—South Bend, Ind.—4-8-4's, 4-6-4.

Great Northern—Superior, Wisc.—dead.

Lake Superior & Ishpeming—19 steamers used in summer, 2-8-0's, 2-8-2's.

Long Island—Hicksville, N. Y.

Maine Central—Portland, Me.

New England Coal & Coke—Mystic Terminal, Charlestown, Mass.—0-4-0T in coal yards.

New York & Long Branch—Pennsy K-4's.

New York Central—Elkhart, Ind.—4-8-4's, 4-6-4's, 4-8-2's, 0-8-0.

New York, New Haven & Hartford—Dover St. engine house, Boston, Mass.—steamer used for snow removal.

Nezperce—Nezperce, Idaho—No. 9, stored.

Northern Pacific—Duluth, Minn.—2-8-2, display.

Norton Co.—Worcester, Mass.—Porter 0-6-0 fireless, Heisler 0-6-0 fireless.

Pennsylvania—Baltimore, Md.—2-8-0's, 4-6-2, stored.

Portland Terminal—Portland, Me.—4-6-4's, others.

Rahway Valley—Rahway, N. J.—2-8-0's.

Rockingham—Rockingham, N. C.—4-6-0.

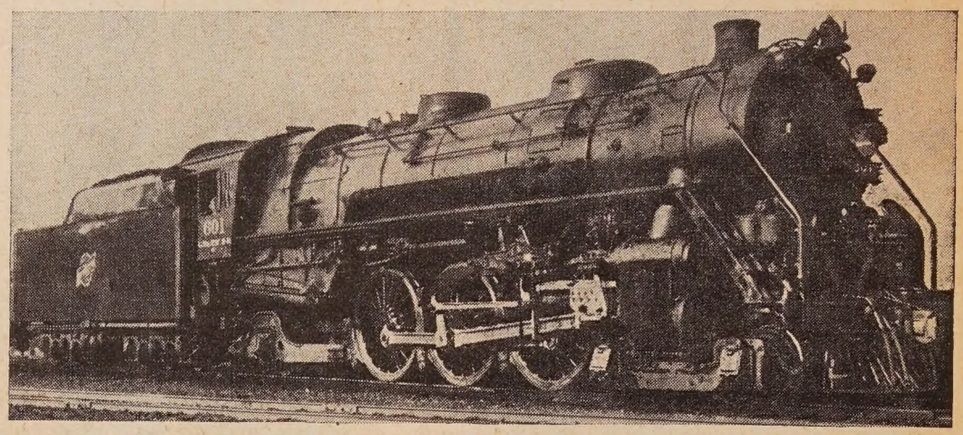
Soo Line—Minneapolis, Minn.; Fond du Lac, Wisc. —4-6-2, 2-8-0, 2-8-2, 4-8-2, 0-6-0, dead.

Union Pacific—Kansas City, Kans.—Nos. 486, 492, 496, 1912, 2030, 2264, 4437, 4447, 5035, 5517, 6201, 6621, 6272, 7002, 7029, 7036, 9078, stored.

Virginia & Carolina Southern—Hope Mills, St. Paris, N. C.—4-6-0's.

Virginian—Roanoke, Va.

Worcester County Electric—Worcester, Mass.—stored.



Chicago, St. Paul, Minneapolis & Omaha's 601, Pacific type, built by Alco in 1930.

LIST OF ROSTERS

THE following rosters of motive power and streetcar equipment have appeared in *Railroad Magazine* since April, 1932, generally either in connection with articles on the particular road or in *Information Booth* and its predecessor departments. Part I of this list appeared in the March, 1955, issue.

Atlantic & Danville: September '52

Blairstown: November '43
Boston & Albany (NYC): May-August '40
Bridgeton & Harrison: November '38
Bush Terminal: October '41

Chicago River & Indiana (NYC): May-August '40
Cleveland Union Terminal (NYC): May-August '40
Cumberland & Manchester (L&N): January '36

Denver & Rio Grande narrow-gage: February '43
Dominion Atlantic (CP): May, September '53

Esquimalt & Nanaimo (CP): February '33
European & North American: July '37

Ferrucio de Yucatan: June '50
Florida Central & Gulf (SAL): May '35
Fonda, Johnstown & Gloversville: February '36

Grand River (CP): September '53
Grand Trunk Western (CN): October '53
Greenbrier, Cheat & Elk (WM): October '33

Illinois Central: May-June '51
Indiana Harbor Belt (NYC): May-August '40
International-Great Northern (MoP): March-April '38

Jacksonville, Gainesville & Gulf (SAL): May '35

Lackawanna & Wyoming Valley: March '51
Lake Erie & Eastern (P&LE): February '36
Lake Erie & Northern (CP): September '53
Lehigh Valley: (reclassification list) August '49
Lodi: November '43
Long Island: (diesel) May '51, (electric passenger equipment) July '50
Los Angeles & Salt Lake (UP): May '33
Louisiana & Arkansas (KCS): June '52
Louisville, Henderson & St. Louis (L&N): January '36

Macon, Dublin & Savannah (SAL): May '35
Manchester Street: August '53
Midland of New Jersey: October '43
Milwaukee Electric & Light: (passenger equipment) April '43
Minneapolis, St. Paul, Rochester & Dubuque Electric Traction: August '43
Minnesota Western: August '43
Montreal & Atlantic (CP): February '33

Nevada Central: January '33, January '37
Newfoundland (CN): October '53
New Jersey Midland: October-November '43
New York & Oswego Midland: July '43
New York, Chicago & St. Louis: August '53
New York, New Haven & Hartford: February '52

Oregon Short Line (UP): May '33
Oregon-Washington Railroad & Navigation (UP): May '33

Pacific Coast Railway: October '35
Pacific Coast Railroad (Wash.): March '34
Pacific Great Eastern: May '50
Peoria & Eastern (NYC): May-August '40
Pittsburgh & Lake Erie (NYC): May-August '40
Pittsburgh, McKeesport & Youghiogheny (P&LE): February '36

Quebec Central (CP): September '53
Quebec Railway, Light & Power (CN): October '53

Raleigh & Charleston (SAL): May '35
Raritan River: March '35
Rutland: August '46

St. Joseph & Grand Island (UP): May '33
St. Louis Southwestern: July '53
Sandy River & Rangely Lakes: September '35
Shaker Heights Rapid Transit: August '45
Sumpter Valley: January '36
Susquehanna Connecting: November '43

Tavares & Gulf (SAL): May '35
Temiscouata: July '38
Tennessee Central: April '53
Tonopah & Tidewater: July '35

United of Yucatan: June '50

Wilkes-Barre & Eastern: November '43
Wisconsin Central (Soo): February '34

Yosemite Valley: July '35

Notes or partial or incomplete rosters of motive power have appeared in connection with the following roads:

Belfast & Moosehead Lake: October '40
Bridgeton & Harrison: March, September '35

Colorado Springs & Cripple Creek District: August '35

Gales Creek & Wilson (SP&S): March '39

Hobart Estate: December '37
Hobart Southern: December '37

Morristown & Erie: June '35
Mount Gretna Narrow-Gage: December '50

Nevada-California-Oregon: July '35

Tonopah & Tidewater: September '52

Virginia & Truckee: September '41, July '45

Wiscasset, Waterville & Farmington: March '35

FIGURE SLIMMER

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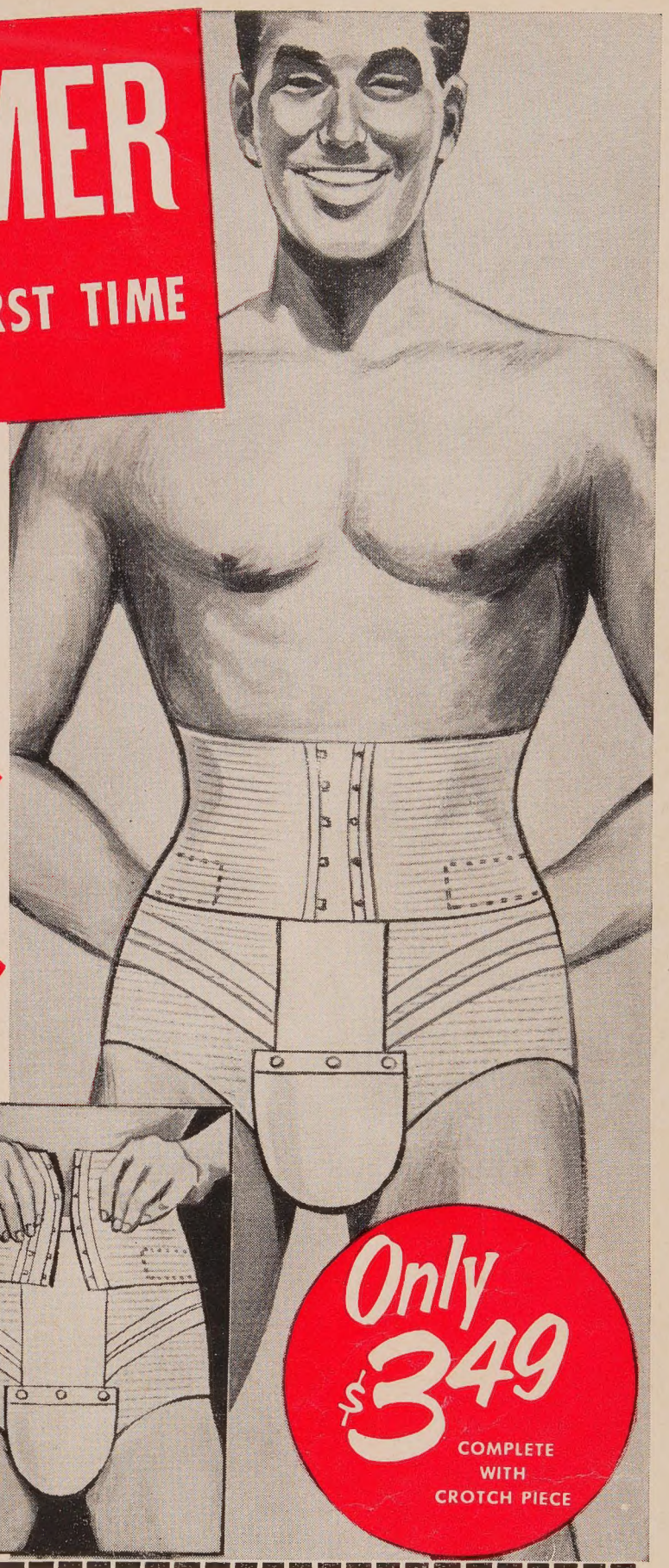

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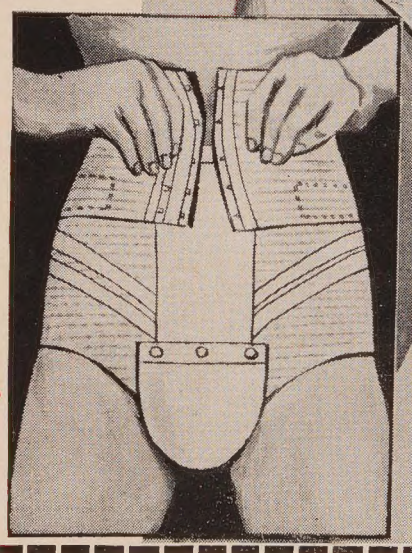
ADJUSTABLE

Figure Slimmer's adjustable feature makes it easy for you to have a small waistline look. Trousers now look good and fit swell. You can take yourself in more inches if you wish, with this novel adjustable feature.



Only $3.49 COMPLETE WITH CROTCH PIECE

TRY 10 DAYS
SEND NO MONEY

You need risk no money to try Figure Slimmer. Just fill out the coupon and we will rush you the Figure Slimmer by return mail. Wear it ten days. Then if you are not satisfied with the results you had expected return it and the full purchase price will be refunded. Mail coupon now.

Only $3.49 for waist sizes up to 45. $3.98 for waist sizes 46 and up. All sizes include crotch piece.

WARD GREEN COMPANY, Dept. P-515
113 West 57 Street N. Y. 19, N. Y.

Gentlemen:

Rush for ten days approval the new Figure Slimmer. After wearing for ten days I can return it for full refund of purchase price if not completely satisfied with results.

Check one:

☐ Send C.O.D. and I will pay postman plus postage.

☐ I enclose $3.49. Send it prepaid. ($3.98 for waist sizes 46 and up.) EXTRA crotch pieces—50¢ ea.

My waist measure is.....inches

NAME.....

ADDRESS.....

CITY.....ZONE.....STATE.....

NOW!
The Greatest
HOSPITALIZATION VALUE EVER OFFERED

Smiling and healthy today — in a Hospital bed tomorrow! It can happen to you, and with shocking suddenness!

Sky-high Hospital bills can wreck your life savings if you don't have enough Hospitalization. *Mail Coupon Below!*

Look ahead! Think what a blessing it will be to fall back on reliable help with those Hospital bills. ACT NOW!

PROTECTS YOU and YOUR FAMILY

IN CASE OF SICKNESS or ACCIDENT . .

No Time Limit HOSPITAL PLAN

PAYS BENEFITS FOR FULL STAY IN HOSPITAL

MAIL COUPON

COSTS ONLY ***Pennies a Day***

WE PAY CASH DIRECT TO YOU

IN ADDITION TO WHAT YOU MAY COLLECT FROM OTHER INSURANCE

Go to the Hospital for a day, a week, a month, a year or longer—your "NO TIME LIMIT" Policy pays Benefits for Sickness or Accident just as long as you stay—*there's absolutely no time limit!*

My, what blessed help! What's more, the "NO TIME LIMIT" Policy pays off in cash direct to you — regardless of what you may collect from any other insurance policy for the same disability, including Workmen's Compensation. This is important — it means you can carry the low cost "NO TIME LIMIT" Policy IN ADDITION to any other insurance — then collect two ways in case of Hospital confinement. This is the way practical minded folks are protecting their savings against today's sky-high Hospital bills.

So be wise! If you're already insured with one Policy — get the "NO TIME LIMIT" Policy for vital EXTRA protection. Of course if you're not insured at all, then by all means get this Policy just as fast as you can — before it's too late.

This Policy is Sold Only By Mail! . . . It's Good Anywhere in U.S. and Possessions!

If sickness or accident puts you in a Hospital bed — you'll look back and thank your lucky stars you were wise enough to take out the "NO TIME LIMIT" Policy. It's the sensible, practical way to protect your own bank account against the onslaught of high Hospital costs. Ask anyone who's been through a siege of Hospital bills. They'll tell you what a comfort it is to have good, safe Hospitalization to fall back on. And we offer you so much more for your money. So ACT TODAY! Do it before trouble strikes.

YOU CAN GET MATERNITY

For slight extra cost husband and wife can have a MATERNITY RIDER attached to their regular Policy and this will entitle the couple to a liberal Benefit for childbirth confinement and care.

ACCIDENTAL DEATH, SURGERY, POLIO BENEFITS

This is truly the opportunity of a lifetime. We give you more coverage, better coverage, longer coverage at a low cost you can easily afford. You get generous Hospital Room and Board Benefits for sickness or accident (Exclusions: Gov. Hosp., Rest Homes; Mental Diseases, War Casualties, Suicide.) . . . you get Cash Benefits for 73 Surgical Operations . . . in lieu of other benefits you get Lump Cash for accidental death . . . Cash Payment for loss of eyes, hands, feet . . . special Polio Protection. The policy can be continued at policyholder's or company's option. Maternity Rider is available at slight extra cost. There's no waiting period for benefits to start. One Policy covers individual or entire family, birth to age 75. You'll see the low costs in the booklet we send you. Remember — all benefits are paid in CASH DIRECT TO YOU. DON'T TAKE CHANCES — BE PROTECTED. Send for our FREE BOOK which tells all about this remarkable, low cost insurance value.

DON'T WAIT TILL IT'S TOO LATE! ACT NOW!

POLICY BACKED BY STRONG RELIABLE COMPANY

Our growth and strength lies in the good service we give our Policyholders. We do business in all 48 states and U. S. possessions. Claims are paid promptly in strict accordance with Policy provisions

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Wilmington 99, Delaware

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FREE BOOK
NO OBLIGATION
NO AGENT WILL CALL

RUSH COUPON FOR VALUABLE FREE BOOK

LIFE INSURANCE CO. OF AMERICA
Dept. 655-AV, Wilmington 99, Del.

Please send me, without obligation, full details about your new, low cost NO TIME LIMIT HOSPITAL Plan. No agent will call.

Name .....

Address .....

City ..... *Zone* ..... *State* .....